

Appendix A

State Environmental Policy Act (SEPA) Documentation

Appendix A: SEPA Analysis

Section 1: Concise Summary of Alternatives

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Section 1: Concise Summary of Alternatives

Changes to the City of Monroe 2005-2025 Comprehensive Plan map, designations, and policies are proposed in order to achieve the City's long-range planning vision as articulated in Chapter 2 of the Comprehensive Plan. This Appendix provides a summary and concise impacts analysis of two action alternatives: **Alternative 1 (Preferred Alternative)** and **Alternative 2 (River and Valley Alternative)**, and as required by SEPA a **No Action Alternative**. Both action alternatives would accommodate the City's population target for 2035 of 25,119 and employment target for 2035 of 11,781 jobs. However, without changes to residential densities, the No Action alternative would not be able to accommodate the population target, but would accommodate the employment target. Each of the alternatives is discussed briefly below.

While no expansion of the Urban Growth Area is proposed under any alternative at this time, this appendix provides a summary and concise impacts analysis of a potential future expansion of the City's UGA to the southwest of approximately 300 acres. The City recognizes that Snohomish County is not considering City of Monroe UGA expansions for their Comprehensive Plan update in 2015. The Southwest Monroe Study Area analyzed in this EIS is in preparation for Snohomish County Docket XIX, which is scheduled to start in 2016, but will not be adopted until 2019.

Alternative 1, the City's Preferred Alternative, assumes four character areas would be developed in the city, including the: Regional Benefit District, Central District, Skykomish Greenway and North Hill District (see Plan Concept Map Figure 2.03 in Chapter 2). Under Alternative 1, new growth would primarily be directed to the following areas: north portion of Monroe (R2-5 areas would be re-designated Low Density SFR), central portion of Monroe currently designated Special Regional Use (the fairgrounds) and Limited Open Space Airport areas would be re-designated Tourist Commercial, the area south of US 2 and along 179th (Professional Office and High Density Residential areas would be re-designated Mixed Use), the south part of Monroe along the West Main Corridor (High Density Residential, Industrial and Public Facilities areas would be re-designated Mixed Use), and the triangle to the east of SR 522, north of Main Street and west of the King Street alignment (Medium Density Residential areas would be re-designated High Density SFR). The existing city UGA boundary would remain unchanged. These land use designation are shown on the Future Land Use Map in Chapter 3 (Figure 3.05). Figure 1.1-A below, is from Chapter 3 and is discussed in detail there.

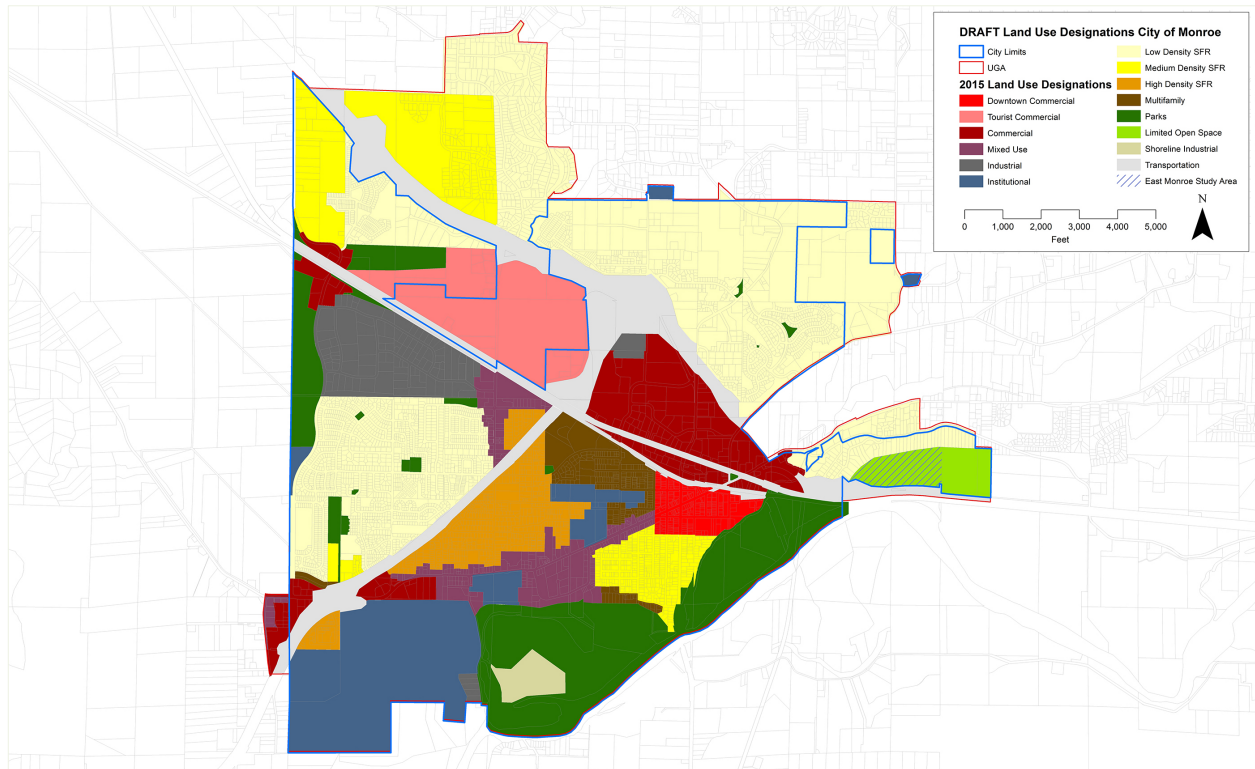


Figure 1.1-A: Alternative 1 preferred alternative Future Land Use Map

Alternative 2, assumes that Monroe would develop as a series of activity hubs with a focus toward the Skykomish River. A distinct future land use map was not developed for Alternative 2, as the land use designations for Alternative 2 would be similar to under Alternative 1. However, Figure 1.1-B identifies the major differences between Alternative 1 and Alternative 2; these areas are identified by the black circles (see Figure 1.1-B). In general the differences are: no re-designation of the fairground and airport areas to Tourist Commercial and the areas near SR 522/Main Street and Lake Tye and US 2 would be re-designated to Mixed Use. Alternative2; the existing city UGA boundary would remain unchanged.

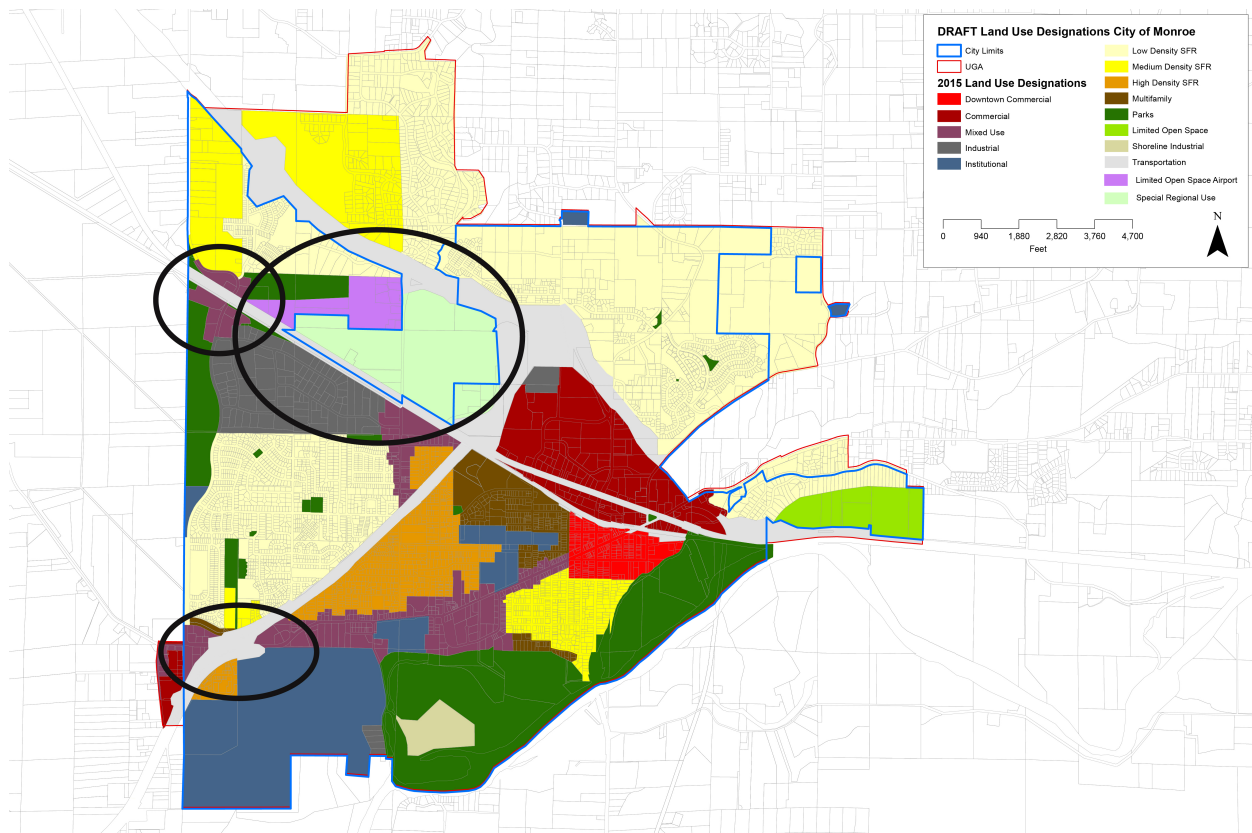


Figure 1.1-B: Alternative 2 concept map a combination of River First and Village Hub from the scoping process

The **No Action Alternative** assumes that existing land use designations and regulations would remain in effect, the existing zoned-density in the City would not be increased and the existing UGA boundary would remain unchanged. This alternative assumes that the City of Monroe would develop in a manner consistent with previously adopted plans and policies.

2008 Existing Planning Areas

Throughout the analysis that follows, references to the 2008 Planning Areas have been made. While the 2015 update to the Comprehensive Plan moved away from these planning area descriptions, they are referenced in the analysis in order to compare to existing conditions and use names for the areas with which the community is familiar.

City of Monroe

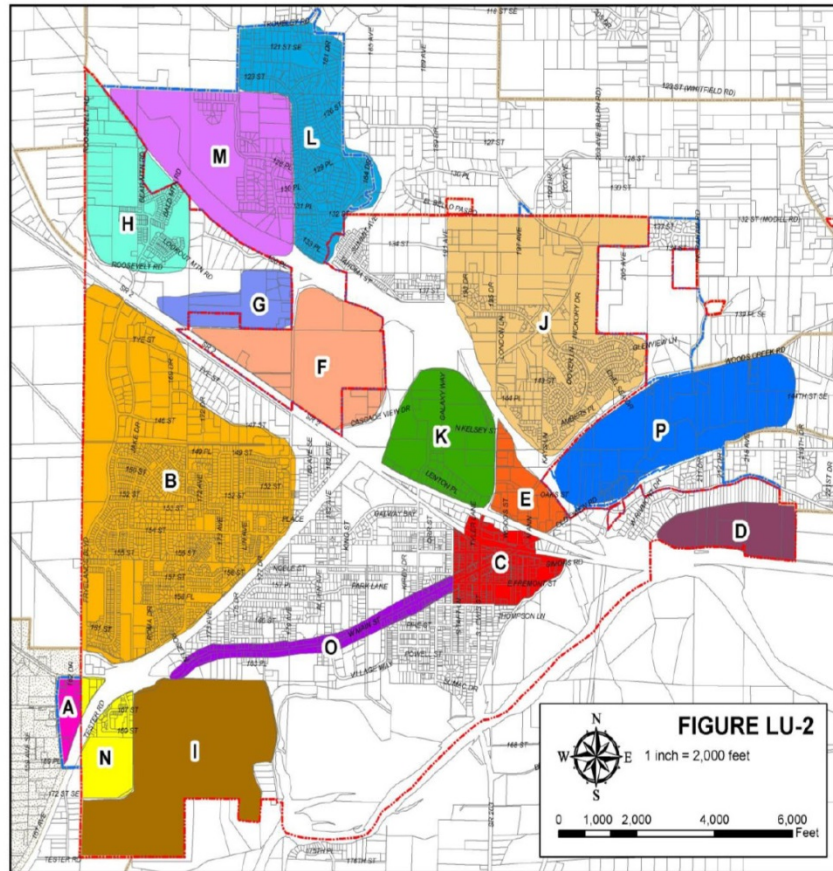


Planning Areas

BOUNDARIES	Planning Areas
Urban Growth Area	A 161st Ave SE
Monroe City Limits	B Currie Road Subarea
	C Downtown
	D Eastern City Limits US2
	E Eastern Commercial Area
	F Evergreen Fairgrounds
	G First Air Field
	H Foothills & Roosevelt Road
	I Monroe Correctional Center
	J North Area/Milwaukee Hill
	K North Kelsey
	L Robinhood
	M Roosevelt Ridge
	N Testor Road
	O West Main Corridor
	P Wood Creek Rd / Owens Rd Area

Map data shown is the property of the sources listed below. Inaccuracies may exist, and the City of Monroe makes no warranties or guarantees regarding any aspect of data depiction. This map is to be used for reference purposes only.

Project: Planning Areas 11x17
Location: Y:\GIS\Departments\CD\Comprehensive Plan\Comp Plan 2013\For_Commerce
Revised: 12-05-13
Author: M. Sarisius



1.1: Natural Environment

Under all of the EIS Alternatives, Monroe would experience additional development in the city and its UGA. The increased impacts of this additional development on natural resources, including earth, water resources and plants and animals, are discussed below. Impacts are expected to be similar for Alternative 1 and Alternative 2; any differences between the alternatives are noted.

Alternatives 1 and 2

Earth

Soils

Monroe consists of a wide range of soil types. The lower valley, floodplains and slopes are characterized by a mix of recessional outwash gravel deposits and gravel till. Alluvium deposits underlie most of the city. There are a number of sites where the underlying surficial geology has provided a resource for excavation and quarry activity. Soils throughout Monroe are generally suitable for development, with the exception of a few areas with poor drainage and geological hazards.

Soils within the Currie Creek and North Area/Milwaukee Hill areas are poorly to moderately drained, which could impact the use of septic systems and affect drainage for homes.

Geologically hazardous areas are those susceptible to erosion, sliding, earthquake and/or other geologic events. They pose a threat to health and safety of citizens when incompatible development is sited in areas of significant hazard. Geological hazard areas in Monroe are primarily located to the north of US 2, including steep slopes in the Woods Creek Road/Old Owen Road, North Area/Milwaukee Hill, North Kelsey and Foothills & Roosevelt Road areas. Steep slopes also occur in the Monroe Correctional Center area. Intensive development is not proposed under Alternatives 1 and 2 in any of these portions of the city.

Additional development under Alternatives 1 and 2 could result in short-term erosion during construction, depending on the types of soils, extent of grading, time of the year and the effectiveness of erosion control measures. Following construction, long-term erosion could occur from excessive landscape watering and focusing of stormwater runoff on erodible soils.

Water Resources

The principal surface water features in Monroe include: the Skykomish River, Woods Creek, Lake Tye, and Lords Lake; smaller wetlands and streams are also present throughout the city.

The alluvium deposits most commonly found underlying Monroe provide most of the recharge to Monroe's aquifer system. Aquifers depths are relatively shallow (0 to 40 feet) across much of Monroe (to the south of US 2, in the Evergreen Fairground/First Air Field area and the lands between Woods Creek Road and Old Owen Road). Also see the discussion of critical aquifer recharge areas later in this section.

During construction, grading activities would expose soils to erosion, which could result in sediment being transported to local water resources.

Increases in impervious surfaces with additional development under Alternatives 1 and 2 could adversely impact water resources, including causing flooding, stream bank erosion and pollution.

Stormwater runoff from urbanized areas, especially roads and parking lots, would carry pollutants including heavy metals and petroleum by-products, as well as pesticides/herbicides and fertilizers from landscape maintenance. These pollutants could be transported to water resources.

Increases in residents and employees under Alternatives 1 and 2 would result in more motor vehicles, increasing the automobile-related non-point source water pollutants.

Wetlands and Streams

Clearing of vegetation, grading/filling, draining and other activities associated with development could destroy and decrease the functions of wetlands and streams, including their ability to provide drainage, stabilize stream banks, provide wildlife habitat, filter pollutants from stormwater and provide flood control.

The potential for development to impact wetlands and streams would be greatest to the north of US 2 (e.g., in northeastern Monroe along Woods Creek and western Monroe along French Creek), along the Skykomish River and in the southern portion of the Currie Road area where the majority of the wetlands

and streams in Monroe are located. More intensive development is proposed under Alternatives 1 and 2 in the following areas with mapped wetlands and streams: Evergreen Fairground/First Air Field, 161st Avenue SE and Tester Road (wetlands are also present in the Southeast Monroe Study Area).

Floodplain

Possible impacts from development on 100-year floodplains and shoreline areas would be the greatest along the Skykomish River and Woods Creek, and adjacent to Lake Tye. Under Alternatives 1 and 2, additional more intensive development would not occur in these areas, consistent with existing adopted codes. The existing Cadman site is adjacent to the Skykomish River is an existing permitted use that would continue under these alternatives.

Critical Aquifer Recharge Areas (CARAs)

The City of Monroe does not have designated critical aquifer recharge area at this time. Chapter 9 of the Comprehensive Plan identifies aquifer sensitivity. More intensive development is proposed in the sensitive aquifer recharge areas in the following areas: Evergreen Fairground/First Air Field (under Alternative 1), the triangle area south of US 2 and west of SR 522, along 179th and the south part of Monroe along the West Main Corridor (under Alternatives 1 and 2), and the SR 522/Main Street (under Alternative 2).

CARAs include areas where aquifers are used for potable water. The city no longer relies on wells for municipal water, water is provided by the City of Everett; however, several wells are located in Millwauke Hill area. No changes in development are proposed in this area under Alternatives 1 and 2.

Shorelines Management Act

The Skykomish River, Woods Creek and the (Lake) Tye stormwater facility are identified as Shorelines of the State, in accordance with Washington State's Shoreline Management Act (SMA). The Skykomish River is also a river of Statewide Significance. Monroe's Shoreline Master Program (SMP) (2008) gives preference to the uses that meet the principals below in these shoreline areas:

- 1) Recognize and protect the statewide interest over local interest*
- 2) Preserve the natural character of the shoreline*
- 3) Result in long-term over short-term benefit*
- 4) Protect resources and ecology of shorelines*
- 5) Increase public access to publicly owned areas of the shoreline*
- 6) Increase recreational opportunities for the public on the shoreline*

The environmental designations for the three Shorelines of the State in Monroe are as follows:

- **Skykomish River:** Urban Conservancy, Urban Conservancy - Mining, Natural and High Intensity
- **Woods Creek:** Urban Conservancy, Shoreline Residential and High Intensity
- **(Lake) Tye Stormwater Facility:** Tye Stormwater Facility and High Intensity

The designations for the Skykomish River and (Lake) Tye stormwater facility recognize the existing uses in these areas (e.g., the permitted Cadman operations and the created stormwater detention pond at Lake Tye Park, respectively).

Under Alternatives 1 and 2, no amendments to the adopted Shoreline Master Program are being considered. Further, no substantial changes in allowed uses per existing code, adjacent to Shorelines of the State in Monroe are proposed. Under both alternatives, a portion of the South Monroe area along the Skykomish River would be re-designated from Limited Open Space to Shoreline Industrial to reflect the ongoing operations of the existing Cadman facilities; it is anticipated that the existing allowed uses and land use intensity would be more restrictive to that under the existing Limited Open Space designation in this location. Under Alternative 2, areas adjacent to Lake Tye would be re-designated from Industrial to Mixed Use and to Commercial under Alternative 1; this would be consistent with the High Intensity designation of this shoreline area.

On Monroe's shorelines, public access would continue to be provided primarily from Al Borlin Park, Skykomish River Centennial Park, DNR boat launch, Lewis Street Park, Lake Tye Park and the Cadman site on the Skykomish River under Alternatives 1 and 2. Comprehensive Plan policies are proposed to improve access to shorelines and open spaces, building upon Monroe's relationship with natural features and the Skykomish River. Any increase in access to the city's shorelines would likely increase impacts to these areas; however, any access improvements would be required to be consistent with shoreline regulations. Other proposed policies would protect and enhance use of the shoreline by supporting transportation infrastructure that provides for multiple modes of travel and reduces vehicular traffic and policies embracing Low Impact Development (LID) techniques, where feasible.

Plants and Animals

Most of Monroe is comprised of urban and suburban uses with vegetation typically associated with these uses. Critical areas that could be impacted by development are primarily located to the north of US 2, along the Skykomish River and Woods Creek and at the fringes of the city limits. The center of the city where most of the additional development under Alternatives 1 and 2 is proposed contains relatively few critical areas compared with the remainder of the city.

Increased urbanization of Monroe under Alternatives 1 and 2 would result in the loss of certain vegetation; isolation or fragmentation of vegetation; and, replacement of natural areas with primarily ornamental species.

Additional growth would result in increases in human activity that could impact wildlife in Monroe. An increase in traffic, maintained landscaping would result in additional nonpoint sources of pollution that could enter water resources and impact fish and wildlife.

Increases in impervious surfaces with development under Alternatives 1 and 2 could decrease potential infiltration of stormwater, which would reduce the water available to provide base flow in receiving waters. As a result, perennial streams could become dry, eliminating fish and wildlife habitat.

Endangered Species Act Species/Habitats

The Chinook salmon, steelhead trout and bull trout are federal endangered species. The bald eagle and peregrine falcon are state sensitive species that could be impacted by development. Reductions in habitat areas, particularly along the Skykomish River and other streams and wetlands for bald eagle, peregrine falcon, Chinook salmon, bull trout and steelhead trout could impact these species. These species could also be indirectly impacted by development (e.g., from stormwater runoff).

No Action Alternative

Under the No Action Alternative, the growth patterns in Monroe would not be altered and all development anticipated during the planning period would occur in accordance with existing development regulations. Impacts on natural resources would be similar to under Alternatives 1 and 2, although development intensity would be less in certain areas, reducing the potential for and intensity of impacts.

Southwest Monroe Study Area (Potential 2019 UGA Expansion Area)

(See Figure 1.1-8 of this section for map of study area)

Earth

Steep slopes are located in the southwestern portion the Southwest Study Area, to the north of SR 522 (PDS SnoScape Interactive Map, 2007).

Additional development in this area could result in short-term erosion during construction, depending on the types of soils, extent of grading, time of the year and the effectiveness of erosion control measures. Following construction, long-term erosion could occur from excessive landscape watering and focusing of stormwater runoff on erodible soils

Water Resources

Four streams are present in the Southwest Study Area: one in the north part of the area, south of Old Snohomish Monroe Road, and three in the south part of the area, north of SR 522 (PDS SnoScape Interactive Map, 2007). A freshwater emergent wetland is located in the Southwest Study Area, to the north of Old Snohomish Monroe Road; and a system of freshwater forested/shrub wetlands are situated in the central portion of the area (U.S. Fish and Wildlife Service National Wetlands Survey, 2014). Future possible development in this area could impact these streams and wetlands, either directly (e.g., via disturbance or fill of these riparian areas and their buffers) or indirectly (e.g., via stormwater runoff).

The aquifer sensitivity in the Southwest Study Area is considered to be low. The depth to the aquifer is generally over 100 feet deep. Therefore, possible future development would not be expected to impact sensitive aquifer areas.

Most of the Southwest Study Area is outside of the 100-year flood plain. The northernmost and southernmost edges of the area are in the floodway fringe (PDS SnoScape Interactive Map, 2007). Future possible development would not be expected to directly impact floodplain areas.

No SMP Shorelines of the State are located in the Southwest Study Area.

Plants and Animals

Most of the Southwest Study Area is currently in large-lot single family development; undeveloped vacant land, mining and agricultural areas are also present. As noted above, four streams and several wetlands are located in this area. Animal species adapted to pasture, agricultural lands and riparian zones are likely to be present in this area, and could be impacted by a loss or changes in habitat with future development.

Mitigation Measures

Earth

- Temporary and permanent erosion control measures would be implemented with development, per Ecology's Stormwater Management Manual for Western Washington (SWMMWW) (as required by National Pollution Discharge Elimination System (NPDES) permit) adopted by City of Monroe and best management practices.
- Existing and proposed Comprehensive Plan goals, objectives and policies would seek to mitigate earth-related impacts.

Water Resources

- Development would be required to provide temporary and permanent stormwater control to comply with Department of Ecology's SWMMWW (as required by NPDES permit) adopted by City of Monroe.
- Improvements in flood protection, including dikes, construction of drainage ditches in the French Creek Drainage District and Lake Tye would provide flood storage for future development.
- City of Monroe participates in the U.S. Federal Emergency Management Community Rating System Program as a part of the National Flood Insurance Program to reduce flood losses, aid in accurate insurance ratings and promote the awareness of flood insurance.
- Buck Island Park and Skykomish River Park consume most of the floodplain in the city and help separate that river from downtown and prevent flooding impacts.
- The City adopted Snohomish County's Natural Hazards Mitigation Plan (as updated).
- Monroe's SMP (2008) applies to activities in the area 200 feet landward from the ordinary high water mark. Activities that would result in adverse impacts on the ecological functions and values of the shoreline would be required to provide mitigation.
- Existing and proposed Comprehensive Plan goals, objectives and policies would seek to mitigate impacts on water resources.

Plants & Animals

- Development would be required to comply with Monroe's critical areas regulations (MMC 20.05).
- Monroe's critical areas regulations include provisions for limited density transfers.
- Regional wildlife corridors would be assessed to reduce fragmentation.
- Monroe is a member of the Snohomish Basin Salmon Recovery Forum.
- The City participates in a Regional Forum Program for the review and approval of BMPs for road and ditch maintenance that is consistent with Endangered Species 4(d) criteria.
- Existing and proposed Comprehensive Plan goals, objectives and policies would seek to mitigate impacts on plants and animals.
- Future development would be required to comply with the City's floodplain regulations.

Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts on natural resources are expected with implementation of the mitigation measures.

1.2: Land Use

Alternatives 1 and 2

Land Use Patterns

Alternative 1 – Preferred Alternative

Long-range planning under Alternative 1 would feature four “character areas”, or districts, as described below:

- **Regional Benefit District** (Fryelands industrial park, Lake Tye, the fairgrounds and North Kelsey shopping area) – similar to existing conditions, development in this district would remain largely auto-oriented, given the strong role US 2 plays in providing access to the area. Over time, Comprehensive Plan policies and programs would seek to fill out and optimize the Fryelands industrial park as a jobs center; promote economic opportunities related to the fairgrounds; optimize North Kelsey as an area-wide shopping destination; and improve Lake Tye and surrounding parklands.
- **Central District** (area south of US 2, excluding the Fryelands industrial park and the Skykomish River greenbelt) – development in this district would build upon the existing traditional, walkable Monroe. Comprehensive Plan policies would focus on supporting connectivity; creating a more mixed use Main Street corridor and downtown; supporting infill opportunities; and enhancing ties to the Skykomish River.
- **Skykomish Greenway** (Al Borlin Park, shoreline/floodplain areas, including the former Cadman Pit) – Comprehensive Plan policies would seek to create a contiguous, feature-rich green belt along the river, and improve access and ties to the overall community.
- **North Hill District** (land generally from WSDOT right-of-way northward to the city limits) – similar to existing conditions, lower-density, auto-oriented residential patterns would continue in this district. Comprehensive Plan policies would seek to create infrastructure that serves Monroe’s long-term needs; provide ties to a potential trail on WSDOT land currently identified as the US Bypass; and utilize stormwater management features as parks.

Alternative 2 – Village and River Alternative

Under Alternative 2, development is envisioned as a series of activity hubs with a focus toward the Skykomish River. Development would intensify at these hubs and near the river, but outside of the floodplain. The hubs would include higher intensity mixed use development likely located in the following areas:

- **W Main Street near City Hall/the existing Park Place Middle School** -- including new parklands and a trail;
- **Western End of W Main Street** -- serving neighborhoods around the Main Street/SR 522 interchange;
- **Lake Tye/Fryelands;** and
- **Central Business District.**

Development in the Fryelands area would focus on light industries and mixed use development related to recreational needs. In the other hubs, development would be directed towards neighborhood-scale services and professional offices.

The park system would be enhanced to connect the downtown to the river and shoreline areas. Al Borlin Park would be the focus of a master planning effort, including improvements and features to enhance views; and provisions for greater activity and ties to a regional trail system (e.g., the Centennial Trail) and adjacent shoreline areas.

Land Use Designations

Alternatives 1 and 2

Under Alternatives 1 and 2, changes to the City of Monroe Comprehensive Plan Land Use Map, land use designations and Land Use element goals and policies are proposed. Land uses in Monroe would generally intensify relative to existing conditions with the changes; no changes to the Monroe UGA boundary are proposed. The majority of Monroe would continue to be designated for residential uses under Alternatives 1 and 2. However, residential density would increase, including as part of mixed use and as single-use development. Public facilities and special uses, such as public schools and the Monroe Correctional Facility, would continue to occupy large areas of the city. Additional areas would be designated for commercial development, particularly related to a new tourist commercial area.

Under Alternative 1, new growth would primarily be directed to the following areas: north portion of Monroe (R2-5 areas would be re-designated Low Density SFR), central portion of Monroe currently designated Special Regional Use (the fairgrounds) and Limited Open Space Airport areas would be re-designated Tourist Commercial, triangle area south of US 2 and along 179th (Professional Office and High Density Residential areas would be re-designated Mixed Use), the south part of Monroe along the West Main Corridor (High Density Residential, Industrial and Public Facilities areas would be re-designated Mixed Use), and the triangle to the east of SR 522, north of Main Street and west of the King Street alignment (Medium Density Residential areas would be re-designated High Density SFR).

Under Alternative 2 the Land Use Designations are expected to be similar to Alternative 1 with the following exceptions: The area near SR 522 and Main Street would remain Mixed Use and the area near Lake Tye would be re-designated from Industrial to Mixed Use. The FirstAir Field and Evergreen Fairgrounds areas would likely remain unchanged from existing conditions.

Proposed modifications to the City of Monroe Comprehensive Plan Land Use Map would be similar under Alternatives 1 and 2 (see Figure 3.05 in Chapter 2). The map would include 14 land use designations: Downtown Commercial, Tourist Commercial (under Alternative 1 only), Commercial, Mixed Use, Industrial, Institutional, Low Density Single Family Residential (SFR), Medium Density SFR, High Density SFR, Multifamily, Parks, Limited Open Space, Shoreline Industrial, and Transportation. Two of these designations – Tourist Commercial and Shoreline Industrial – are new land use designations that are not included in the current Comprehensive Plan. The North Kelsey Planning Area and the North Kelsey Planned Development Area overlay zones would be eliminated. Additional detail on the proposed modifications to the Comprehensive Plan Land Use Map/land use designations under Alternatives 1 and 2 is provided below.

Residential

Under Alternatives 1 and 2, several areas that are currently designated for residential use would be re-designated to allow for increased residential density. Portions of the Foothills and Roosevelt Road area and Roosevelt Ridge area would change from R2-5 (2-5 units per acre) to Medium Density SFR (5-7 units per acre). Properties in the 161st Ave SE area, would change from R3-5 and Service Commercial to Commercial under Alternatives 1 and 2.

Mixed Use

Alternatives 1 and 2 would include additional areas designated Mixed Use. These areas would be located south of Main Street (changing from Public Facilities, Industrial and High Density Residential to Mixed Use) and within the SR 522/US 2 interchange area (changing from Medium Density SFR and Professional Office to Mixed Use). Under Alternative 2 the area near Lake Tye would be re-designated from Industrial to Mixed Use. Under Alternative 1 the area would be designated Commercial.

Commercial

Under Alternative 1, commercial land use designations in Monroe would include a new Tourist Commercial designation which is intended to accommodate business park-type development that could allow various types of entertainment, event, accommodation and ancillary commercial development. The First Air Field and Evergreen Fairgrounds would be re-designated from Limited Open Space Airport and Special Regional Use, respectively, to Tourist Commercial.

Under Alternatives 1 and 2, the designations of certain areas would be modified to Commercial to create further opportunities for future commercial development. These areas include the Currie Road Subarea (changing from Service Commercial to Commercial and from Industrial to Commercial), the North Kelsey area (changing from Mixed Use to Commercial), east of SR 522 (changing from Mixed Use to Commercial), and the Tester Road area (changing from Service Commercial to Commercial).

Industrial

Industrial land use designations under Alternatives 1 and 2 would include a new Shoreline Industrial designation. This designation would replace the existing Limited Open Space designation in the south portion of the City and is intended to allow for existing and ongoing Cadman activities. The title of the new land use designation is intended to clarify the continuing industrial uses in this area.

Institutional

Under Alternatives 1 and 2, the Institutional land use designation would replace the former Public Facilities and Special Regional Use designations in certain areas of the City. The Institutional designation is intended for City-owned sites and school-owned sites, as well as the Monroe Correctional Complex site. The new Institutional designation is intended to eliminate inconsistencies between the existing designations.

Open Space and Parks

Alternatives 1 and 2 would change existing Limited Open Space-designated areas in the south portion of the City to the Parks designation. The plan continues with the Limited Open Space designation for the East Monroe area, but recognizes ongoing planning efforts for the area by identifying the East Monroe Study Area. These planning efforts are independent of this Comprehensive Plan and only the Limited Open Space designation has been assumed for the area.

Overlay Zones

Existing Comprehensive Plan overlay zones, including in the North Kelsey Planning Area and North Kelsey Planned Development Area, would be eliminated.

Table 1.1-4 provides a breakdown of the proposed land use designations in Monroe under Alternative 1. As shown in **Table 1.1-4** and **Figure 1.1-2**, the majority of land within Monroe (approximately 1,839 acres, or 37 percent of the city) would be designated for residential uses, primarily single family

residential uses, reduced from under existing conditions. The second largest areas (approximately 712 to 726 acres, or 17 percent of the city each) would be designated for commercial and industrial uses and for open space and parks. Institutionally-designated land, including the Monroe Correctional Facility, would make up 414 acres or 8 percent of the city, and mixed use-designated land would make up 154 acres or 3 percent of the city. A distinct land use map was not developed for Alternative 2, so, **Table 1.1-4** and **Figure 1.1-2** only shows the acres and percent of land for Alternative 1. Alternative 2 would be generally the same, except Alternative 2 would have less land designated for Commercial uses and more land designated for Mixed Use).

Table 1.1-4 CITY OF MONROE LAND USE DESIGNATIONS – ALTERNATIVE 1

Land Use Category	Designation	Approximate Acres	Percent of Total ^{1,2}
Residential	SFR (High, Medium, Low)	1,839	37%
	Multifamily Residential	93	2%
Mixed Use	Mixed Use	154	3%
Commercial and Industrial	Commercial (Incl. Downtown & Tourist Commercial)	612	12%
	Industrial (Incl. Shoreline Industrial)	227	5%
Open Space and Parks	Limited Open Space	80	2%
	Parks	470	10%
Institutional	Institutional	414	8%
Sub-TOTAL		3,891	79%
Other	Estimated ROW ²	1,015	21%
Total		4,906	100%

Source: City of Monroe, 2015.

¹ Any discrepancies due to rounding.

² Includes the designation Transportation Facilities and rights-of-way

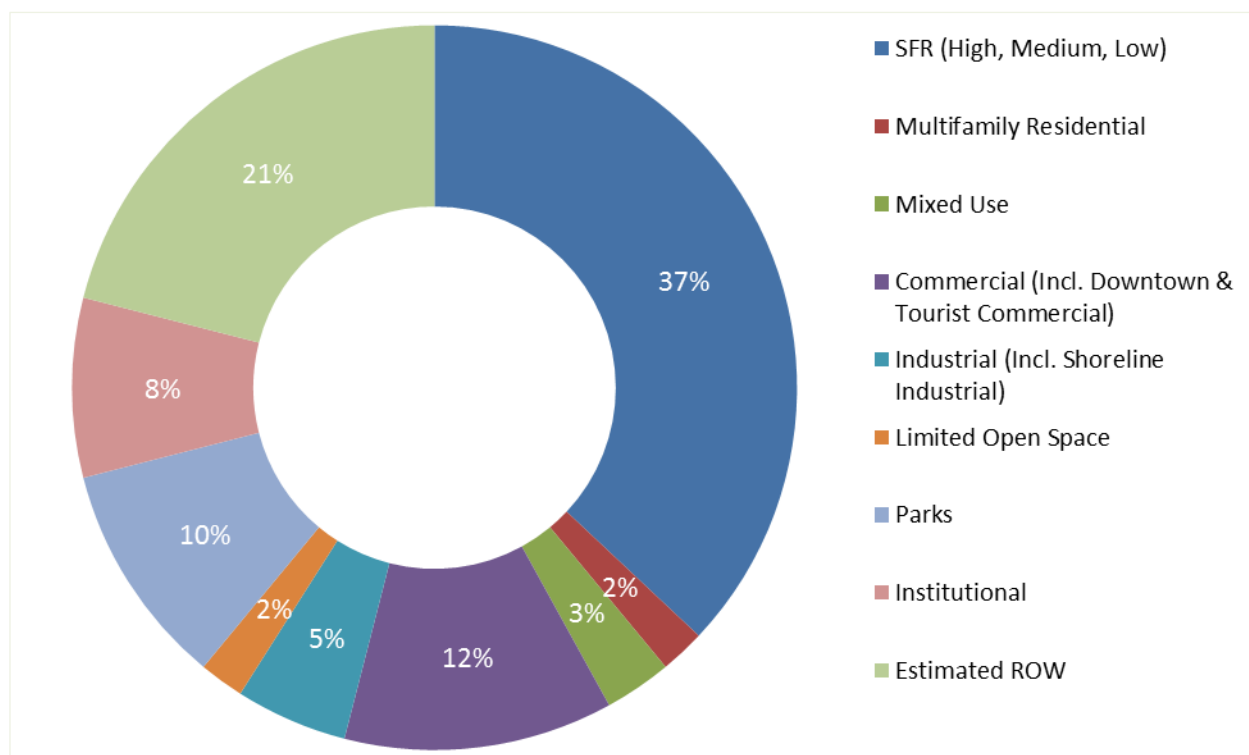


Figure 1.1-2: CITY OF MONROE LAND USE CATEGORIES FOR ALTERNATIVE 1

Land Use Conversion

Under Alternatives 1 and 2, the land use type, character and pattern within certain areas of Monroe would be modified as described above and would allow for more dense residential development and increased commercial and mixed use development. These changes would primarily occur in the north part of Monroe, along the West Main Corridor and adjacent to SR 522 and US 2.

Proposed modifications to the residential land use designations would create opportunities for new residential development and increased residential density. **Table 1.1-4** summarizes the amount of residentially designated area under Alternative 1. A distinct land use map was not developed for Alternative 2, so, **Table 1.1-4** and **Figure 1.1-2** only shows the acres and percent of land for Alternative 1. Alternative 2 would be generally the same, except Alternative 2 would have less land designated for commercial uses and more land designated for Mixed Use).

Additional areas would also be provided for commercial and mixed use development. **Table 1.1-4** summarizes the amount of commercial, mixed use and industrial designated areas under Alternative 1. A distinct land use map was not developed for Alternative 2, so, **Table 1.1-4** and **Figure 1.1-2** only shows the acres and percent of land for Alternative 1. Alternative 2 would be generally the same, except Alternative 2 would have less land designated for commercial uses and more land designated for Mixed Use).

Table 1.1-5 compares as a percentage the proposed land use designations for Alternatives 1 and 2 to the existing (2013) future land designations. The comparisons in **Table 1.1-5** are only an approximation and intended to provide generalized insight to how Alternatives 1 and 2 would change the existing conditions.

Table 1.1-5 CITY OF MONROE LAND USE CONVERSION – ALTERNATIVES 1 & 2 TO EXISTING

Proposed Land Use Designation		Existing Land Use Designations (2013)	
	% of Total		% of Total
Low Density SFR	27%	Residential 2-5 Dwelling Units Per Acre	23%
		Residential 3-5 Dwelling Units Per Acre	10%
Medium Density SFR	8%	Residential 5-7 Dwelling Units Per Acre	10%
High Density SFR	3%		
Multifamily	2%	Residential 8-11 Dwelling Units Per Acre	3%
Mixed Use	3%	Mixed Use	3%
		Professional Office	1%
Commercial	6%	General Commercial	5%
		Service Commercial	1%
Downtown Commercial	1%	Downtown Commercial	2%
Tourist Commercial	5%	Limited Open Space Airport	1%
		Special Regional Use	20%
Industrial	4%	Industrial	5%
Shoreline Industrial	1%		
Parks	10%	Parks/ Open Space	8%
Limited Open Space	2%	Limited Open Space	7%
Institutional	8%	Public Facilities City	1%
		Public Facilities School	1%
Transportation	21%		
Total	100%		100%

Source: City of Monroe, 2015

Land Use Displacement

The proposed land use designations under Alternatives 1 and 2 would provide opportunities for new residential, commercial and mixed use development and increased development density in Monroe. While the exact number and type of land use displacement is not known at this time, it is anticipated that future development that could occur as a result of the proposed land use designations could potentially displace existing lower density land uses to allow for the development of more intense and higher density development in certain areas of Monroe.

Compatibility with Surrounding Land Uses

Future development under the proposed land use designations would result in new land uses located in proximity to existing land uses. The relationship of potential new land uses with surrounding land uses is primarily a function of four factors:

- The intensity of new uses (i.e., land use type, development density, activity levels);
- The intensity of surrounding uses;
- The proximity of new uses to surrounding uses; and,
- The presence of buffers between new and surrounding uses.

Following is an analysis of the compatibility of the proposed land uses with existing adjacent land uses in unincorporated Snohomish County and in Monroe.

Compatibility with Adjacent Jurisdictions

Proposed land use changes under Alternatives 1 and 2 would be located directly adjacent to existing uses in unincorporated Snohomish County in two areas: the Roosevelt Ridge area along the north Monroe UGA boundary and the Foothills and Roosevelt Road Area near the west end of US 2 along the Monroe city limits (under Alternatives 1 and 2).

Under Alternative 1 and 2, the Roosevelt Ridge area along the north Monroe UGA boundary would be re-designated from R2-5 to Medium Density SFR (5-7 dwellings per acre). The adjacent unincorporated Snohomish County areas are designated Rural Residential 5 (1 dwelling per 5 acres) with a Rural/Urban Transition Area Overlay. The proposed Medium Density SFR designation in Monroe would provide for more intensive development (in terms of density and activity levels) than the existing adjacent land use designations/uses in the County. However, the proposed Medium Density SFR designation would be the same as surrounding adjacent city designations along other portions of the Monroe UGA boundary.

The Foothills and Roosevelt Road area of Monroe near the west end of Highway 2 would be re-designated from Residential 2-5 to Medium Density SFR under Alternatives 1 and 2, and from Service Commercial and Industrial to Commercial under Alternatives 1 and to Mixed Use for Alternative 2. The adjacent unincorporated Snohomish County areas are designated Rural Residential 5 with a Rural/Urban Transition Area Overlay and Riverway Commercial Farmland. The re-designation to Commercial (Alternative 1) or Mixed Use (Alternative 2) would represent a slight increase in land use intensity relative to the existing Service Commercial designation, and a slight decrease in land use activity levels relative to the existing Industrial designation.

Compatibility with Monroe

Proposed land use designation changes under Alternatives 1 and 2 would also be located adjacent to existing land uses within the City of Monroe and its UGA, and in some cases, would represent an increase in intensity when compared to the existing adjacent land uses. Areas where these increases in land use intensity would primarily occur include the central portion of Monroe (Special Regional Use (the fairgrounds) and Limited Open Space Airport areas would be re-designated Tourist Commercial) under Alternative 1; the triangle area south of US 2 and along 179th (Professional Office and High Density SFR areas would be re-designated Mixed Use), the south part of the city along the West Main Corridor (High Density SFR, Industrial and Public Facilities areas would be re-designated Mixed Use), the triangle to the east of 179th, north of Main Street and west of the King Street alignment (Medium Density Residential areas would be re-designated High Density SFR) and the South Monroe area (Limited Open Space areas would be re-designated to Shoreline Industrial associated with Cadman operations). Under Alternative 1 the area near SR 522 and Main Street would be re-designated from Mixed Use to Commercial and the area near Lake Tye would be re-designated Commercial from Industrial. Under Alternative 2 the area near SR 522 and Main Street would remain Mixed Use and the area near Lake Tye would be re-designated Mixed Use from Industrial. Details on the compatibility of the proposed land uses with existing adjacent land uses in Monroe are provided below.

Central Monroe

Potential future development in central Monroe associated with the re-designation from Special Regional Use and Limited Open Space Airport to Tourist Commercial under Alternative 1 is intended to create a business park type of environment and would allow for entertainment, event, accommodation, and ancillary commercial uses. Future development associated with this re-designation would create increased land use density and increased activity levels as part of future development. In most locations,

these Tourist Commercial areas would be separated from lower density uses (e.g., residential uses) by transportation facilities (e.g., US 2 and SR 522) or Parks-designated areas. In areas where Tourist Commercial uses directly abut Residential uses, buffers, screens or other measures could be required to minimize potential impacts.

South of US 2/Along 179th

The triangle area south of US 2 and along 179th would be re-designated from Professional Office and High Density SFR to Mixed Use under Alternatives 1 and 2. The proposed re-designation would allow for a mix of commercial and medium to high density residential uses that would result in a potential increase in density/land use intensity and overall activity levels. Existing industrial uses and transportation infrastructure would provide a buffer to the north, east and west of the proposed Mixed Use areas. However, a Low Density SFR area would be located to the south/southwest, and buffers, screens or other measures could be required to provide a transition area between mixed use development and residential uses.

West Main Corridor

The southern portion of the West Main Corridor would be re-designated from High Density SFR, Industrial and Public Facilities to Mixed Use under Alternatives 1 and 2. Proposed Mixed Use areas would permit a mix of commercial and medium to high density residential uses that would create a slight increase in land use density/intensity and an increase in overall activity levels. Institutional and Park uses to the north, west and south of the area would be compatible with mixed use development. Medium Density SFR uses would be located to the east of the area, and buffers, screens or other measures could be required to provide a transition area between these uses.

East of SR 522/North of Main Street

The area east of SR 522 and adjacent to Main Street would be re-designated from Mixed Use to Commercial under Alternatives 1 and 2. Proposed Commercial areas would allow for a variety of commercial uses near SR 522 and would create a similar or slight increase in land use intensity/density and activity levels when compared to the existing conditions. Mixed Use and High Density Residential areas to the north and east would be generally compatible with the proposed Commercial designation. Institutional areas to the south are comprised of the Monroe Correctional Facility and buffers are in place to separate those uses from other surrounding land uses.

South Monroe

A portion of the South Monroe area would be re-designated from Limited Open Space to Shoreline Industrial under Alternatives 1 and 2. The proposed Shoreline Industrial area is intended to allow for ongoing operations of the existing Cadman facilities (i.e., mineral processing) and it is anticipated that the existing allowed uses and land use intensity would remain similar to what is allowed under the existing Limited Open Space designation.

SR 522/Main Street

The area to the north and west of SR 522 and Main Street would be re-designated from Service Commercial to Commercial under Alternative 1. The proposed re-designation would allow for increased commercial activities. Under Alternative 2 the area would be designated to Mixed Use under Alternative 2. The proposed re-designation would allow for a mix of commercial and medium to high density residential uses and it is expected that density/land use intensity and overall activity levels would be similar to under the existing Service Commercial designation.

Lake Tye Area

The area to the north of Lake Tye would be re-designated from Industrial and Service Commercial to Commercial under Alternative 1; the proposed re-designation would allow for increased commercial activities. Under Alternative 2 the same area would be designated Mixed Use. The proposed re-designation would allow for a mix of commercial and medium to high density residential uses that would result in density/land use intensity and overall activity levels similar to or less than the existing Industrial designation. Service Commercial and Industrial areas to the north and east, respectively, would be compatible with the proposed Mixed Use designation. The Parks and Open Space at Lake Tye to the west would be compatible with the proposed Mixed Use designation.

Residential and Commercial Buildable Land Capacity

Based on Snohomish County Buildable Lands Report data for 2012 and the Regional Growth Strategy from 2013, the City of Monroe and its UGA have a total population capacity of 24,869 (see **Table 1.1-5**). The City has adopted an initial population target of 25,119 through 2035. Therefore, there is currently insufficient capacity to meet the population target. In order to accommodate the additional population growth, Alternative 1 and Alternative 2 propose to increase residential densities as described in the Land Use element of the Comprehensive Plan and Land Use Designations section above.

Based on Snohomish County Buildable Lands Report data for 2012, the City of Monroe and its UGA has a total employment capacity for 12,958 jobs (see **Table 1.1-6**). The City has adopted an initial employment target of 11,781 through 2035. Therefore, there is currently more than enough capacity to meet the employment target. In order to further accommodate the additional employment growth, Alternative 1 and Alternative 2 propose to increase lands designated for employment uses as described in the Land Use element of the Comprehensive Plan and Land Use Designations section above.

Table 1.1-5: ESTIMATED POPULATION CAPACITY

	Estimated Baseline Population	2035 Population Target	2035 Population Capacity	Capacity Surplus or (-Deficiency)
Monroe City Limits	17,351	22,102	21,360	-742
Monroe UGA	1,455	3,017	3,509	492
Total	18,806	25,119	24,869	-250

Source: 2035 Regional Growth Strategy using Final Draft 2012 BLR Population Capacity.

Table 1.1-6: ESTIMATED EMPLOYMENT CAPACITY

	Estimated Baseline Employment	2035 Employment Target	2035 Employment Capacity	Capacity Surplus or (-Deficiency)
Monroe City Limits	7,662	11,456	12,316	860
Monroe UGA	117	325	642	317
Total	7,779	11,781	12,958	1,177

Source: 2012 Buildable Lands Report, Snohomish County.

Relationship to Plans and Policies

Growth Management Act (GMA)

GMA requires that Alternatives in an EIS demonstrate that the land use element, capital facilities planning, and financial planning are consistent. As part of GMA, cities are required to show that they have taken “reasonable measures” to accommodate population and employment growth within their boundaries before expanding the UGA to allow for more growth.

Alternatives 1 and 2 would be consistent with the GMA. The population and employment capacities under these alternatives would accommodate Monroe’s 2035 targets (see the discussion of population and employment targets above).

Countywide Planning Policies

Snohomish Countywide Planning Policies (CPPs) establish a framework for developing and adopting comprehensive plans countywide. The Snohomish CPPs seek to ensure consistency with the GMA, state laws, and Multicounty Planning Policies (MPPs); establish framework for ongoing collaboration/coordination; allow for local implementation flexibility; support a sustainable county in the regional context; establish a framework for mitigating and adapting to climate change; maintain quality of life in the county; and enhance the built environment and human health.

Under Alternatives 1 and 2, the Comprehensive Plan Update would be prepared in accordance with the CPPs framework. The Plan would meet the objectives of the CPPs by providing consistency with GMA, state laws, and MPPS.

No Action Alternative

This section provides a comparative analysis of the potential land use impacts of the No Action Alternative on Monroe to those under Alternatives 1 and 2.

The No Action Alternative assumes existing land use designations and regulations would remain in effect, the existing UGA boundary would remain unchanged and the existing zoned-density in the City would not be increased. This alternative assumes that the City of Monroe would develop in a manner consistent with current plans. Changes to land use patterns in the future would result in more intensive development compared to existing conditions. However, development would be less intensive and include less mixed use, commercial and residential development than under Alternatives 1 and 2. Overall, more development under the No Action Alternative would occur as single-use commercial or residential development, resulting in less development being accommodated in districts/hubs and corridors (e.g., the north portion of Monroe, the central portion of Monroe, the triangle area south of US 2 and west of SR 522, the south part of Monroe along the West Main Corridor and the triangle to the east of SR 522, north of Main Street, north of SR 522 and Main Street and east of Lake Tye) compared to Alternatives 1 and 2.

Based on Snohomish County Buildable Lands Report data for 2012 and the Regional Growth Strategy from 2013, the City of Monroe and its UGA have a total population capacity of 24,869 (see **Table 1.1-5**). The City has adopted an initial population target of 25,119 through 2035. Without changes to residential density it is not expected that the No Action Alternative could accommodate the population target.

The additional households/ population anticipated through 2035 would represent an increase of approximately 30% over existing conditions. This is about 3% less than could be accommodated under Alternatives 1 and 2. Under the No Action Alternative, a larger percentage of new housing would be low density single family households than under Alternatives 1 and 2. Residential areas in the northern portion of Monroe in particular would experience increases of additional households compared to existing conditions. However, there would be smaller increases in these areas than under Alternatives 1 and 2, as residential growth would occur in less intensive development patterns under the No Action Alternative.

Based on Snohomish County Buildable Lands Report data for 2012, the City of Monroe and its UGA has a total employment capacity for 12,958 jobs (see Table 1.1-6). The City has adopted an initial employment target of 11,781 through 2035. The additional jobs would represent an increase of approximately 48% compared to existing conditions. These jobs would be concentrated in fewer areas than under Alternatives 1 and 2. Like Alternatives 1 and 2, existing buildable commercial and industrial land in Monroe's UGA is expected accommodate the employment target.

Zoning regulations would remain the same as under existing conditions under the No Action Alternative. As a result, development would tend to be lower scale and less intensive than under Alternatives 1 and 2 (see Section 1.4, Aesthetics for details).

Relationship to Plans and Policies

Growth Management Act (GMA)

The No Action Alternative would be generally consistent with GMA. The No Action Alternative would not meet the population target but would meet the employment target (see the discussion of population and employment targets above).

Countywide Planning Policies

Under the No Action Alternative, the Comprehensive Plan Update would be prepared in accordance with the CPPs framework. The Plan would meet the objectives of the CPPs, except for the previously mentioned population target, by providing consistency with GMA, state laws, and MPPS, and would help meet the other county goals outlined in the CPPs.

Southwest Monroe Study Area (Potential 2019 UGA Expansion Area)

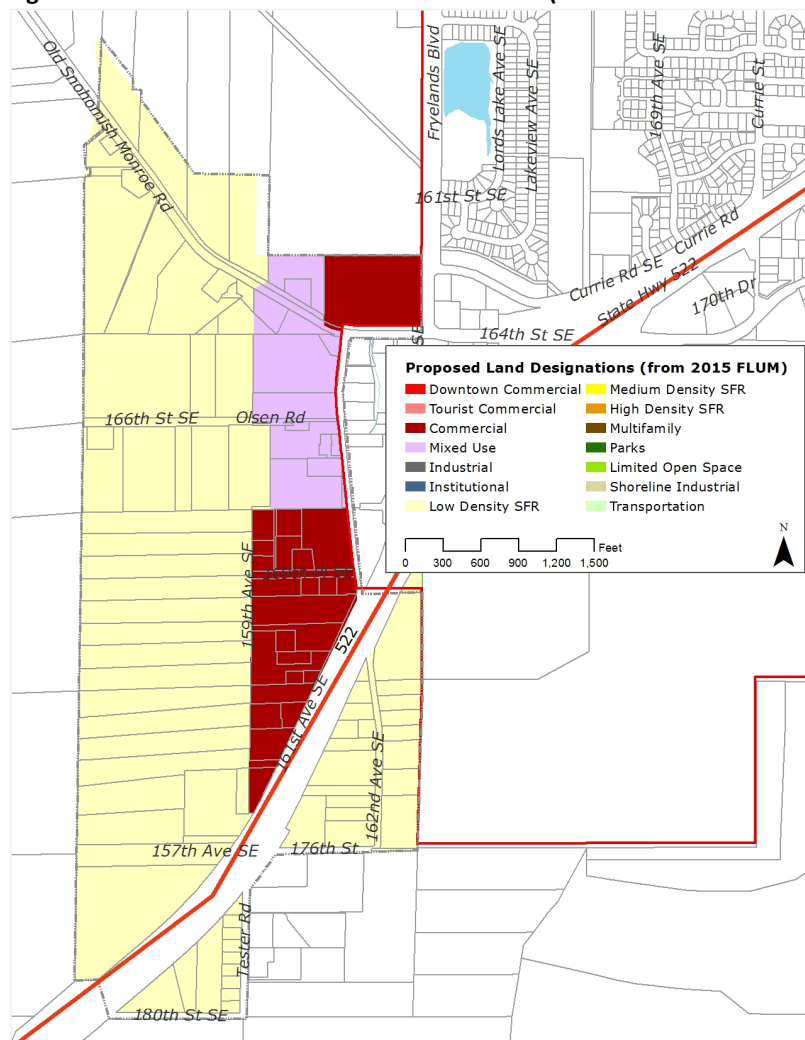
Land Use Designations

Changes to the land use designations are recommended for the Southwest Monroe Study Area. With these changes, land uses in the area would intensify relative to existing conditions. The majority of the area would continue to be designated for residential uses. However, development density would intensify with proposed re-designations to allow mixed use and commercial development.

New growth would primarily be directed between SR 522 and Old Snohomish Monroe Road, west of 161st Street, as well as to the north of Old Snohomish Monroe Road (Rural Residential – 5 areas with a Rural/Urban Transition Area Overlay in unincorporated Snohomish County would be re-designated Mixed Use and Commercial in Monroe). The majority of land within this area (approximately 235 acres, or 78% of the area) would continue to be designated for low-density single family uses. The second largest areas would be designated for commercial uses (approximately 39 acres, or 13% of the area).

The remainder of the area would be designated for mixed uses (approximately 26 acres, or 9% of the area) (see **Figure 1.1-8**).

Figure 1.1-8 SOUTHWEST MONROE STUDY AREA (POTENTIAL 2019 UGA EXPANSION)



Source: City of Monroe, 2015.

Land Use Conversion

With the recommended land use re-designations in the Southwest Monroe Study Area, the land use type, character and pattern in certain portions of the area would be modified as described above, and would allow for commercial and mixed use development. These uses would primarily occur between SR 522 and Old Snohomish Monroe Road, and to the north of Old Snohomish Monroe Road, in the eastern portion of the Southwest Monroe Study Area.

Land Use Displacement

The recommended land use designations in the Southwest Monroe Study Area would provide opportunities for new commercial and mixed use development and increased development density in Monroe. While the exact number and type of land use displacement is not known at this time, it is anticipated that future development could potentially displace lower density land uses and allow for the

development of more intense and higher density uses. The primary existing land use that could be displaced in the areas proposed for commercial and mixed use development would be residential, but open space/agricultural uses, undeveloped (vacant) land, and mining and quarrying could be displaced as well.

Compatibility with Surrounding Uses

Future development under the recommended land use designations would result in new land uses located in proximity to existing land uses. Following is an analysis of the compatibility of the future possible development with existing adjacent land uses in unincorporated Snohomish County and Monroe.

Compatibility with Adjacent Jurisdictions

Recommended land use changes in the Southwest Monroe Study Area would be located directly adjacent to existing uses in unincorporated Snohomish County along the north, south and west boundaries of the area. In most portions of the area, the proposed Low Density SFR designation would be similar to the existing Rural Residential 5 designation. The northeast corner of the Southwest Monroe Study Area would be re-designated from Rural Residential 5 with a Rural/Urban Transition Area Overlay to Mixed Use and Commercial. The recommended Mixed Use and Commercial designation in Monroe would provide for more intensive development (in terms of density and activity levels) than the existing adjacent land uses in the County. Buffers, screens or other measures could be required to minimize impacts.

Compatibility with Monroe

Recommended land use changes in the Southwest Monroe Study Area would also be located adjacent to existing land uses within the existing Monroe UGA, and in some cases would represent an increase in density and intensity when compared to the existing adjacent land uses. The primary areas where changes would occur are located along the eastern boundary of the Southwest Monroe Study Area where Rural Residential 5 areas would be re-designated Mixed Use and Commercial. Adjacent lands in Monroe are designated Service Commercial and R 3-5 under existing conditions. The recommended Mixed Use and Commercial areas would provide for more intensive development than the existing R 3-5 area in Monroe. However, with the currently proposed update to the Comprehensive Plan, the RS-5 area would be re-designated Mixed Use and Commercial, consistent with the recommended designations in the adjacent Southwest Monroe Study Area.

Residential and Commercial Buildable Land Capacity

The Southwest Monroe Study Area was not included in the City of Monroe's population and employment targets for 2035, as Snohomish County is not considering this area in their 2015 Comprehensive Plan update. Population and employment targets including this area will be established in preparation for the Snohomish County Docket XIX, scheduled to start in 2016. At that time, estimates of residential and commercial buildable land capacity, and associated population and employment, will be calculated for the Southwest Monroe Study Area.

Mitigation Measures

Proposed changes to the Monroe Comprehensive Plan (e.g., the Plan map, designations, goals, and policies) to address potential land use impacts would:

- Maintain the scale and improve the vitality of Monroe's neighborhoods.

- Keep downtown as a focal point of Monroe, and improve its overall vitality.
- Improve the City's functional relationship with the Evergreen State Fairgrounds.
- Promote growth and infill at the Frylands light industrial areas.
- Promote the growth of healthcare related activities surrounding EvergreenHealth Monroe.
- Keep Monroe relatively compact, accommodating growth within existing UGA boundaries.
- Promote general access to the Skykomish river shoreline.
- Improve connectivity throughout the community, making non-motorized access to day-to-day needs a viable option for all.
- Preserve and enhancement of Monroe's natural and open space areas.
- Develop screening and buffering requirements between low density single family and mixed uses and commercial uses.

Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts on land use are expected with implementation of the mitigation measures

1.3: Housing

Under all of the EIS Alternatives, Monroe would experience additional development in order to accommodate new residents and jobs in the city and its UGA. This new development would lead to increased single-family and multifamily housing compared to existing conditions. The impacts on housing in Monroe are discussed in more detail in the following sections. Impacts are expected to be similar for Alternative 1 and Alternative 2; any differences between these two alternatives are noted.

Alternatives 1 and 2

Under Alternatives 1 and 2, future housing would be accommodated by the following proposed land use designations: Low Density SFR (3 – 5 units per gross acre), Medium Density SFR (5 – 7 units per gross acre), High Density SFR (1 unit per 3,000 sq. ft.), Multifamily (12 – 20 units per gross acre) and Mixed Use (12 to 20 units per gross acre).

New multi-family dwelling units would be added through the re-designation of areas for mixed use development – mixed use development can include multi-family housing -- primarily south of Main Street (changing from Public Facilities, Industrial and High Density Residential to Mixed Use) and within the SR 522/US 2 interchange area (changing from Medium Density SFR and Professional Office to Mixed Use) of Monroe under Alternative 1 the area near SR 522 and Main Street would be re-designated from Mixed Use to Commercial. Under Alternative 2 the area near Lake Tye would be re-designated Mixed Use from Industrial.

Single-family dwellings would be added on vacant lands and on partially developed lands where large lots can be further subdivided. Several areas that are currently designated for residential use would be re-designated to allow for increased residential density. Portions of the Foothills and Roosevelt Road, and Roosevelt Ridge areas would change from Low Density Residential (2-5 units per acre) to Medium Density SFR (5-7 units per gross acre) under Alternative 1 and Alternative 2. Properties in the Tester Road, Highway 522/US 2 interchange and east of SR 522 areas that are currently designated Medium Density Residential would be re-designated to High Density SFR (1 unit per 3,000 sq. ft.) under Alternatives 1 and 2.

The overall percentage of land in single-family uses would decline under Alternatives 1 and 2 relative to existing conditions. However, the amount of land devoted to single-family uses under Alternatives 1 and 2 would continue to exceed that devoted to multifamily uses (see **Table 1.3-1**):

Table 1.3-1: PERCENTAGE OF LAND USES FOR RESIDENTIAL USES

Proposed Land Use Designation		Existing Land Use Designations (2013)	
	% of Total		% of Total
Low Density SFR	27%	Residential 2-5 Dwelling Units Per Acre	23%
		Residential 3-5 Dwelling Units Per Acre	10%
Medium Density SFR	8%	Residential 5-7 Dwelling Units Per Acre	10%
High Density SFR	3%		
Multifamily	2%	Residential 8-11 Dwelling Units Per Acre	3%
Mixed Use	3%	Mixed Use	3%
		Professional Office	1%

Source: City of Monroe, 2015.

The residential buildable land under Alternatives 1 and 2 would provide enough zoned capacity for approximately 7,240 households through 2035 an increase of 1,739 over the 2010 base year. This would represent an approximate 30% increase over existing conditions.

Housing Affordability

One of the goals of GMA is to provide Washington residents with affordable housing options. The proposed land use re-designations under Alternatives 1 and 2 would add single-family and multifamily dwellings in Monroe. Attached dwellings are often more affordable than single-family detached dwellings, and Alternatives 1 and 2 would provide additional multifamily dwellings, particularly in the south of Main Street and SR 522/US 2 interchange areas under Alternatives 1 and 2, and in the Lake Tye areas under Alternative 2, where lands would be re-designated for mixed use development.

No Action Alternative

This section provides a comparative analysis of the potential housing impacts of the No Action Alternative on Monroe to those under Alternatives 1 and 2.

Under the No Action Alternative, residential development would continue in accordance with the trend of the existing Comprehensive Plan. Residential development would intensify in the future as compared to exiting conditions. However, the No Action Alternative would provide less residential development than under Alternatives 1 and 2, and more of the development would occur as single-use, lower density residential development than under the action alternatives, as less area would be devoted to higher density residential and mixed use development.

Through 2035, the No Action Alternative would provide approximately 7,191 households within the City of Monroe an increase of 1,690 over the 2010 base year. The additional households would represent an increase of approximately 30 % over existing conditions. However, the No Action Alternative would result in approximately 49 fewer households than anticipated under Alternatives 1 and 2.

Southwest Monroe Study Area (Potential 2019 UGA Expansion Area)

With the recommended land use changes in the Southwest Monroe Study Area, the majority of the area would continue to be designated for residential uses. However, residential development density would intensify with proposed new mixed use development.

New growth would primarily be directed between SR 522 and Old Snohomish Monroe Road, west of 161st Street, as well as to the north of Old Snohomish Monroe Road (Rural Residential – 5 areas with Rural/Urban Transition Area Overlay in unincorporated Snohomish County would be re-designated Mixed Use in Monroe). The majority of the land in the Southwest Monroe Study Area would continue to be designated for low-density single family uses (approximately 235 acres, or 78% of the area). Approximately 26 acres, or 9% of the area, would be re-designated for mixed uses.

With the recommended land use re-designations, the residential buildable land in the Southwest Monroe Study Area would provide zoned capacity for additional households. Estimates of the residential buildable land capacity, and associated households, will be calculated in conjunction with planning for the Snohomish County Docket XIX.

Mitigation Measures

Proposed changes to the Monroe Comprehensive Plan (e.g., the Plan map, designations, goals, and policies) to address potential housing impacts include:

- Consider inclusionary zoning, which requires a single development project to include housing for a variety of income levels.
- Encourage mixed use developments in all commercial zoning districts.
- Work with federal, state, and county agencies and the larger community to provide housing services for special populations such as those living in poverty, the elderly, disabled, and mentally ill.
- Amend existing codes to increase density by creating flexibility in street widths and sidewalks.
- Amend existing codes to allow detached accessory dwelling units by administrative review.
- Allow manufactured home parks at a density of up to eight units per acre, through a special approval process similar to a Planned Residential Development (PRD).
- Continue the promotion of affordable housing within the PRD ordinance.
- Continue to allow mixed use development within the downtown area and consider providing additional density or height bonus for low-moderate housing needs.
- Ensure a vital, resilient economy for Monroe, helping make housing affordable for residents.
- Maintain the scale and improve the vitality of Monroe's neighborhoods.
- Grow the number of mixed use units in the Downtown area, along Main Street and north of US 2.
- Encourage infill opportunities within existing City limits.
- Maintain the integrity and quality of Monroe's older housing stock.
- Foster the growth of mixed use areas that provide neighborhoods with nearby services and activities.
- Improve the walkability of Monroe, helping make neighborhoods more vital and reducing transportation costs to residents.
- Encourage the provision of diverse housing types in all areas of Monroe.
- Encourage housing growth near existing services, including existing park facilities.

Significant Unavoidable Adverse Impacts

No significant impacts on housing are expected with implementation of the mitigation measures

1.4: Aesthetics

Under all of the EIS Alternatives, Monroe would experience increased development in order to accommodate new residents and jobs in the city and its UGA. This new development would lead to increased density, lot coverage and building heights as compared to existing conditions. The levels of increased development and corresponding impacts on visual character, pedestrian environment, scenic views and light/glare are discussed in more detail in the following sections. Impacts are expected to be similar for Alternative 1 and Alternative 2; any differences between the alternatives are noted.

Alternatives 1 and 2

Under Alternatives 1, new growth would primarily be directed to the north portion of the Monroe UGA (Low Density Residential areas would be re-designated Medium Density SFR), the central portion of the Monroe UGA (Special Regional Use (the fairgrounds) and Limited Open Space Airport areas would be re-designated Tourist Commercial), the triangle area south of US 2 and west of SR 522 (Professional Office and High Density Residential areas would be re-designated Mixed Use), the south part of the city along the West Main Corridor (High Density Residential, Industrial and Public Facilities areas would be re-designated Mixed Use), and the triangle to the east of SR 522, north of Main Street and west of the King Street alignment (Medium Density Residential areas would be re-designated High Density SFR).

Under Alternative 2 new development would be directed to the same areas as under Alternative 1, with the following exceptions: the area near Lake Tye would be re-designated from Industrial to Mixed Use. The First Airfield, Evergreen Fairgrounds and North Hill areas would likely remain relatively unchanged.

The majority of Monroe would continue to remain in residential (primarily single family residential) uses, as under existing conditions. Institutional uses, including public schools and the Monroe Correctional Facility, would also continue to occupy large areas of the city. The additional growth would increase density in Monroe and its UGA over existing conditions. In general, the proposed increases in density would result in greater site coverage, potentially taller buildings, and a greater emphasis on pedestrian facilities. The shifts in development patterns are expected to result in the following aesthetic impacts.

Visual Character

Alternatives 1 and 2 could impact existing visual character in Monroe in several ways. The resulting development could add to or eliminate some of the features that comprise Monroe's visual landscape, including: natural resources, view corridors, vistas, parks, and landmark structures/districts. Some areas of Monroe may be able to absorb changes while maintaining their visual integrity, while others could be negatively impacted. Overall, the visual environment is expected to improve with the changes.

Under Alternatives 1 and 2, the visual character of portions of Monroe are anticipated to transition from the current more auto-centric development pattern to one with more intensive development, including a mix of uses and pedestrian-orientation. This transition would occur as a result of the proposed land use re-designations that would lead to greater site coverages, development located closer to the street, and taller building heights—all of which would represent a change from the current visual character in

certain parts of Monroe. The exceptions to this would be the US 2 and SR 522 corridors, which are expected to remain primarily auto-focused.

Alternatives 1 and 2 would concentrate development in the north and central portions of the Monroe UGA, the triangle area south of US 2 and along 179th, the south part of the city along the West Main Corridor, and the triangle to the east of SR 522, north of Main Street. These changes would preserve the existing character of the historic downtown and single family neighborhoods. The areas surrounding other nodes of intensified development are expected to be able to absorb the development with no adverse impacts to their visual character.

Mixed uses would be expanded along the West Main Corridor and into the triangle area south of US 2 and along 179th under Alternatives 1 and 2, and Lake Tye areas under Alternative 2. Mixed use buildings would encourage residential units above commercial/office/light industrial uses resulting in the potential for a greater variety of architecture. Mixed use development, as well as infill and multifamily development, would be subject to the City's *Infill, Multifamily and Mixed Use Design Standards* (2011) which are intended to enhance the visual character of fronting streets.

The airport and fairgrounds located in the central part of Monroe would be re-designated to Tourist Commercial under Alternative 1. This re-designation would provide for more intensive development and could eliminate open space areas that are currently associated with the airport and fairgrounds.

Building Height, Bulk and Scale

New development in Monroe would generally lead to increased density, lot coverage and building heights as compared to existing conditions. While the Comprehensive Plan does not make any specific recommendations for height, bulk, and scale standards, it can reasonably be expected that some changes may occur. These possible changes in height, bulk and scale under Alternatives 1 and 2 are shown **Table 1.3-1**, based on existing zoning standards.

Table 1.3-1 HEIGHT/BULK/SCALE COMPARISON – EXISTING CONDITION & ALTERNATIVES 1 & 2

	Zoning		Density		Maximum Building Height		Maximum Lot Coverage	
	Existing	Alts. 1 & 2	Existing	Alts. 1 & 2	Existing	Alts. 1 & 2	Existing	Alts. 1 & 2
North Monroe UGA	R2-5	Medium Density SFR	2 – 5 du/a	5 – 7 du/a	35 ft.	35 ft.	50% or 60% ¹	50 or 60% ¹
Central Monroe UGA (Airport and Fairground)	SRU / LOSA	Tourist Commercial	SRU: NA LOSA: NA	NA	SRU: NA LOSA: 35 ft.	35 – 45 ft.	SRU: NA LOSA: 100%	100%
South of US2 & West of SR 522	PO / R8-11	Mixed Use	PO: NA R8-11: 8 - 11 du/a	12-20 du/a	35 ft.	35 – 45 ft. or 35 - 55 ft. ²	75%	75% or NA ²
W Main Street Corridor	I / R8-11 / PFC	Mixed Use	I: NA R8-11: 8 – 11 du/a PFC: NA	12-20 du/a	R5-7: 35 ft. I: 35 or 35 - 45 ft. ³	35 – 45 ft. or 35 - 55 ft. ²	R8-11: 75% I: 85% PFC: 75%	75% or NA ²
East of SR 522 & North of Main Street	R5-7	High Density SFR	5 – 7 du/a	15 du/a	35 ft.	35 ft.	50 or 60% ¹	50 or 60% ¹

Source: City of Monroe Zoning Code, 2013.

¹Maximum lot coverage in the Single Family Residential zones depends on whether development is proposed as a standard or planned residential development (PRD).

²Maximum building height and maximum lot coverage in the Mixed Use zone depends on whether zoning is Mixed Use Neighborhood Commercial (MUNC) or Mixed Use Commercial (MUC).

³Maximum building height in the Industrial (I) zone depends on whether zoning is General Industrial (GI) or Light Industrial (LI).

du/a = dwelling units per acre

SRU = Special Regional Use

LOSA = Limited Open Space Airport

PO = Professional Office

PFC = Public Facility City

I = Industrial

R = Residential

Pedestrian Environment

Adverse impacts on the pedestrian environment occur when an action would remove pedestrian infrastructure, decrease pedestrian safety, or otherwise make the pedestrian environment less inviting or comfortable for users.

Alternatives 1 and 2 are intended to encourage pedestrian-oriented development. This would be accomplished by intensifying development in certain areas of Monroe and its UGA and encouraging the provision of adequate pedestrian facilities. Infill, multifamily and mixed use development would be encouraged in several parts of the city and its UGA. This development would be required to comply with the City's *Infill, Multifamily and Mixed Use Design Standards* (2011) which include design criteria for pedestrian oriented spaces, including: wider sidewalks, pedestrian access to buildings from the street, pedestrian-scale lighting, seating area and landscaping.

Scenic Views

Scenic views of the Skykomish River are available from the adjacent parks. Certain roadways through Monroe, (e.g., SR 522, US 2, and Main Street) provide view corridors through the city and form gateways to the city and areas beyond. Because these roadways are located along the valley floor, distant views are often limited. Views of the Snoqualmie River valley, Cascade Mountains and Mount Rainier from residential neighborhoods at higher elevations in the north part of Monroe may change if future building bulk and scale increase. Greater building height, bulk and scale in the valley areas of Monroe could impact some views toward the Cascade Mountains from lower elevations. The level of impacts on views would vary depending on topography, building location and design, architectural treatments, landscaping, etc.

Light and Glare

Additional growth in the Monroe would introduce new sources of light and glare, such as increased numbers of automobiles, additional exterior illumination from buildings, and new street lighting. Under Alternatives 1 and 2, most of this growth would take the form of single family, mixed use, and commercial development.

Proposed mixed use development along the West Main Corridor and in the triangle area south of US 2 and west of SR 522 under Alternatives 1 and 2, and Lake Tye areas under Alternative 2, would de-emphasize the automobile and focus on providing a pedestrian-friendly environment, including appropriately designed lighting.

New commercial development could occur along US 2, including tourist commercial development at the airport and fairgrounds under Alternative 1. Depending upon the building materials, paving and lighting

fixtures incorporated into this development, impacts from light/glare could occur for drivers on this highway. Since these areas are already highly auto-oriented, additional light and glare from growth under Alternatives 1 and 2 is not anticipated to result in significant adverse impacts.

No Action Alternative

Under the No Action Alternative, the growth patterns in Monroe would not be altered and all growth anticipated during the planning period would occur in accordance with existing development regulations. Impacts on aesthetics resulting from the No Action Alternative are discussed below.

Visual Character

In general, under the No Action Alternative development patterns and visual character in Monroe would be similar to existing conditions. The primary natural features that define Monroe's visual character would continue to be the city's topography and its location proximate to the Skykomish River. Al Borlin Park and Skykomish River Centennial Park, as well as the Evergreen Fairgrounds and FirstAir Field would still provide substantial open space areas. Downtown Monroe would remain the historic core of the city, with newer development radiating out from this core.

Building Height, Bulk and Scale

Under the No Action Alternative, no changes would be made to the maximum allowed height, bulk and scale in Monroe. Residential areas would continue to mostly be developed at lower densities/scales. Large-scale buildings would continue to be located along US 2, along Main Street near SR 522, at institutions (e.g., the Monroe Correctional Facility and schools), and in the Fryelands commercial/industrial park and Monroe Gateway industrial park.

Pedestrian Environment

Overall, the pedestrian experience in the Monroe could decline with implementation of the No Action Alternative, as future growth is anticipated to increase levels of vehicular traffic, which would exacerbate issues for pedestrians in certain areas (e.g., along US 2 and SR 522).

Scenic Views

Views toward scenic agricultural uses in the Snoqualmie River valley, Cascade Mountains and Mount Rainier are possible from the higher elevations of Monroe. Scenic views of the Skykomish River are available from the adjacent parks. Certain roadways through Monroe, (e.g., SR 522, US 2, and Main Street) provide view corridors through the city and form gateways to the city and areas beyond. Because these roadways are located along the valley floor, distant views are often limited. As building heights/bulk/scale would generally remain lower under the No Action Alternative, no adverse impacts on existing views are anticipated to occur.

Light and Glare

Additional growth in Monroe would introduce new sources of light and glare, such as increased numbers of automobiles, additional exterior illumination for buildings, and new street lighting. However, as many areas of the city are already highly auto-oriented, additional light and glare from growth under the No Action Alternative is not anticipated to result in significant adverse impacts.

Southwest Monroe Study Area (Potential 2019 UGA Expansion Area)

Visual Character

With the recommended changes to the land use designations in the Southwest Monroe Study Area, the majority of the area would continue to be developed in low density single family residential uses.

Transitions to more intensive development would occur in certain areas: commercial and mixed use development is proposed along 161st Street between SR 522 and Old Snohomish Monroe Road, as well as to the north of Old Snohomish Monroe Road. Certain areas that are currently in mining uses would be re-designated for low density single family development. These changes in land use patterns would alter the visual character in portions of the Southwest Monroe Study Area. For example, new commercial and mixed use development would increase the built area and decrease the natural area.

Building Height, Bulk and Scale

For the most part, the height, bulk, and scale of new development in the Southwest Monroe Study Area would continue as under existing conditions: development would be at low densities and buildings would be a maximum of three stories. The exceptions would be the properties re-designated for commercial and mixed use development where the density, building height and lot coverage could increase relative to existing conditions.

Pedestrian Environment

Changes to development patterns in the Southwest Monroe Study Area could encourage pedestrian-oriented development. This could be accomplished by intensifying development on certain properties (e.g., with possible mixed use and commercial development). This development would be required to comply with the City's *Infill, Multifamily and Mixed Use Design Standards* (2011) which include design criteria for pedestrian-oriented spaces.

Scenic Views

Views are possible from the areas at the top of the slope in the southwestern part of the Southwest Monroe Study Area and to the north of Old Snohomish Monroe Road. The recommended land use changes are not expected to substantially impact these views. Therefore, recommended changes in land use in this area would not be expected to result in significant impacts on views.

Light and Glare

Additional growth in the Southwest Monroe Study Area would introduce new sources of light and glare, such as increased numbers of automobiles, additional exterior illumination from buildings, and new street lighting. Most of this growth would take the form of single family development, with lesser amounts of mixed use and commercial development.

Recommended mixed uses would de-emphasize the automobile and focus on providing a pedestrian-friendly environment, including appropriately designed lighting.

New commercial development would generate light/glare that could impact drivers along SR 522 and Old Snohomish Monroe Road, depending upon the building materials, paving and lighting fixtures incorporated into this development.

Mitigation Measures

Proposed changes to the Monroe Comprehensive Plan (e.g., the Plan map, designations, goals, and policies) to address potential aesthetic impacts include:

- Encourage new development and redevelopment in the downtown area, including related investment in streetscape improvements, transportation infrastructure and public facilities.
- Work to create gateway features marking entries into key areas of Monroe and improve overall way-finding using creative signage and urban design solutions.

- Work with the County to manage development within the Rural Urban Transition Area (RUTA), conserving rural character and amenities and fostering a more coordinated approach to the development of infrastructure.
- Where possible, ensure that building heights for proposed structures are compatible with surrounding development or City-adopted plans.
- Promote the orientation of public, commercial and residential structures to the street, with setbacks established to help buildings 'address' and 'frame' rights-of-way.
- Identify and promote buffering where new commercial or industrial uses abut residential neighborhoods.
- Work to identify and implement ways that use development patterns, architectural and street design, parks and other features to enhance community character and identity.
- Where financially and physically feasible, design utility facilities to minimize adverse aesthetic impacts on surrounding land uses.
- Promote alternative modes of transportation through provision of:
 - Sidewalks, walking and biking paths
 - Compact, interconnected street networks
 - Improved transit systems.
- Preserve open spaces through techniques such as conservation easements and density bonuses.
- Identify and designate open space corridors, connecting environmentally sensitive areas, view-sheds, recreational and wildlife corridors, or other areas where a contiguous system would provide greater benefit than a series of isolated areas.
- Encourage the use of technologies and building practices that reduce ambient light during nighttime hours.
- Promote improved ties and physical access to the Skykomish River from the downtown area.
- Develop and adopt a view corridor protection ordinance.

Significant Unavoidable Adverse Impacts

No aesthetic-related impacts are expected with implementation of the mitigation measures.

1.5: Public Services

Under all of the EIS Alternatives, Monroe would experience increased development in order to accommodate new residents and jobs in the city and its UGA. Under Alternatives 1 and 2, this new development would lead to a greater increase in housing through 2035 than the No Action Alternative, but all alternatives would see the same general increase in employment through this period. Public services for the purpose of this section are: Police, Fire, and Emergency Services; Schools; and Parks and Recreation, other public services such as water, sewer, and stormwater are addressed in the Utilities Section 1.6. Many of these services develop plans independent of the comprehensive planning process; existing plans from these providers have been reviewed and incorporated where relevant into the Comprehensive Plan and its policies. Impacts on public services are expected to be similar for Alternative 1 and Alternative 2; any differences between these two alternatives are noted.

Table 1.5-1 SERVICE/ FACILITY AND PROVIDER OF PUBLIC SERVICES IN MONROE

Public Service	Provider	Notes
Parks and recreation	City of Monroe, Snohomish County, State of Washington	An updated inventory and planned parks capital improvement projects are contained

		in the Parks, Recreation, and Open Space Element of the Comprehensive Plan.
Fire protection	Snohomish County Fire Protection District #3	The City of Monroe is surrounded by and included within the district. District plans call for a new station in Monroe north of the railroad tracks.
Police	City of Monroe	The department provides 24/7 service and forecasts the need for additional officers, equipment and office space.
Municipal facilities	City of Monroe	There are three main components of the City campus: City Hall, the police building and the public works facility. All need upgrades and expansion.
Schools	Monroe School District	Monroe has K-12 education facilities, and the City collects school impact fees, adopting the District's capital facilities plan by reference into this comprehensive plan.
Public Service	LOS Standard/Guideline	
Fire Services	Monroe Fire District #3 has established an alarm response time of less than six and one quarter (6.25) minutes for the City of Monroe and an average response time of 12.30 minutes for the remainder of the district service area.	
Parks and recreation	Parks LOS standards are based on type of facility: 4.75 acres of parkland for every 1,000 residents and 1 miles of trails per 1,000 residents.	
Police services	The Monroe Police Department has established an alarm response time of three minutes or less for an 'in progress' request for service within the urban growth area.	
Schools	The Monroe School District set minimum educational service standards are outlined in the adopted Monroe School District Capital Facilities Plan. The Snohomish School District minimum educational service standards are outlined in the adopted Snohomish School District Capital Facilities Plan.	

Source: City of Monroe, 2015.

Alternatives 1 & 2

Under Alternative 1, new growth would primarily be directed to the following areas: north portion of Monroe, central portion of Monroe, triangle area south of US 2 and along 179th, the south part of Monroe along the West Main Corridor, and the triangle to the east of SR 522, north of Main Street and west of the King Street alignment.

Under Alternative 2 new development would be directed to the same areas as under Alternative 1. Development would also be directed to areas near SR 522/Main Street and Lake Tye. The First Airfield, Evergreen Fairgrounds, and North Hill areas would likely remain relatively unchanged.

The additional growth would result in increased demand for public services, including fire, police, schools, and parks and recreation.

Fire Services

It is expected that the increased growth under Alternatives 1 and 2 would begin to stretch the existing stations ability to maintain the current level of service. In order to achieve the recommended level of

service, the District anticipates completing a study for siting new facilities, including construction of additional stations and the acquisition of new apparatus. Possible new locations for a station include a site north of the railroad tracks, near Fred Meyer.

The District does not usually project capital facilities needs for fire protection services over a 20-year period due to uncertainties, changing technology, expansion of service areas, etc. However, the District is planning to conduct a more comprehensive facility needs study within the next several years.

Police Services

Assuming that calls for service are related primarily to residential increases, daytime traffic loads and retail growth it is expected that Alternatives 1 and 2 would increase demands for police services in Monroe. The growth in retail under these alternatives would increase the number of police responses to shop lifting and other related retail theft. The Monroe Police Department has recently formed an organized retail theft group to combat this growing problem. This group would help address any increases in retail theft with development under Alternatives 1 and 2.

There also would likely be a continuing increase in requests for public records. These requests are becoming more complex with technology that continues to evolve for law enforcement.

In order to support the growth in the City of Monroe under Alternatives 1 and 2, it is anticipated that the Monroe Police Department may need to hire additional personnel to meet optimum staffing levels for a police department. It is projected that the Department would need 4 additional commissioned officers and 4 civilian personnel. The commissioned staffing recommendations would require a detective's vehicle and two patrol vehicles to be added to the fleet.

Schools

The City of Monroe adopts by reference the Monroe School District Capital Facilities Plan. Monroe School District's Capital Facilities Plan (CFP) is intended to provide the District, City of Monroe, Snohomish County and other jurisdictions with a description of facilities needed to accommodate projected student enrollment at acceptable levels of service over the next 21 years (2014-2035), as well as a more detailed schedule and financing program for capital improvement over the next six years (2014-2019). In accordance with the Growth Management Act (GMA), this School's CFP contains the following required elements:

- An inventory of existing capital facilities owned by the School District, showing the locations and capacities of the facilities.
- A forecast of the future needs for capital facilities owned and operated by the School District.
- A six-year plan for financing capital facilities within projected funding capacities, which clearly identifies sources of public money for such purposes.
- The proposed locations and capacities of expanded or new capital facilities.

The GMA also requires reassessment of the City's Comprehensive Plan Land Use element if probable funding falls short of meeting existing needs and to ensure that the Plan's Land Use element, Capital Facilities Plan element, and financing plan within the Capital Facilities Plan element are coordinated and consistent. The District's CFP is intended to provide local jurisdictions with information on the District's ability to accommodate projected population and enrollment demands anticipated through implementation of various comprehensive plan land use alternatives.

In addition to the CFP elements required by the GMA, the District's CFP provides supporting documentation for the variables used to calculate development impact fees.

The most significant issues facing the Monroe School District in terms of providing classroom capacity to accommodate projected demands are aging school facilities, the rate of student growth, the availability and affordability of suitable school sites, including appropriate soil for septic systems, access to water and the geographic constraints associated with the increased student population.

The District is currently in the process of evaluating projected usages and use possibilities for the District office, Marshall Baseball Field and the Memorial Stadium. These properties do not directly affect student housing.

The consolidation of three middle schools into two sites and the conversion of the third site to house the Sky Valley education program would reduce space available for growth. When the District experiences significant growth, housing of students would quickly become a critical issue.

The total number of students projected for the Monroe School District in 2035 is 7,434 using the ratio method as adopted in the School District's CFP. Growth is occurring throughout the District, with most of it occurring within and north of the City of Monroe. Long-range projections indicate a capacity deficiency at the elementary school level by 2035. To address this deficiency the School District plans to build an elementary school.

Parks and Recreation

The City of Monroe has adopted its own Level of Service (LOS) for Parks and Recreation facilities, tailored to an appropriate range, quantity and quality of recreational facilities within its fiscal limits balanced with the needs identified by the community through the public process. Identification of local standards establishes a "baseline" or "objectives" for parks and recreation development, strengthening communication between various entities concerned with the future of the Monroe Parks System.

The Monroe Parks and Recreation Department continues to face challenges to meet the current level of service (LOS). The Parks, Recreation & Open Space Plan-Update 2015 continues the trend established in the 2008, providing a practical and foundational basis to meet the challenge by first improving existing parks, acquiring parkland, advancing organization of the department and a city parks system, and advocating joint parks/school parks projects.

As opportunities for parkland acquisition and interlocal agreements for school/ park development occur, the 2015 Parks Plan proposes that the Parks and Recreation Department apply the park classification designations provided in the 2015 Parks Plan to guide planning and specific design of new parks.

The community's natural public lands, wetlands, streams, river and natural resource areas provide opportunities for conservation, landscape enhancement, interpretation, and outdoor recreation. Open space systems cannot and should not be equated to a numerical standard applied to recreation activities associated with city parks. Rather, the 2015 Parks Plan proposes that the community, through its community development and planning processes, organize and implement open space and natural resource policies.

By the year 2035, the City of Monroe's target population is 25,119 people living within the City and its Urban Growth Area (UGA). The Parks and Recreation element of the Comprehensive Plan estimates the need for additional developed park and trails to accommodate the additional growth.

To meet its parkland needs, the 2015 Parks Plan proposes that the City consider acquisition or joint school development opportunities (similar to Lake Tye).

In addition to potential acquisition, to meet additional parkland requirements over time, the 2015 Parks Plan recommends that Monroe focus on design and development of the lands it presently owns. It advances that there should be improvements made in response to specific needs that will enhance facilities, use and service capacity of existing parks.

No Action Alternative

This section provides a comparative analysis of the potential public service impacts of the No Action Alternative on Monroe to those under Alternatives 1 and 2.

Through 2035, the No Action Alternative would provide approximately 7,191 households within the City of Monroe an increase of 1,690 over 2010 base year. The additional households would represent an increase of approximately 30 % over existing conditions. However, the No Action Alternative would result in approximately 49 fewer households than anticipated under Alternatives 1 and 2. The reduction of impacts from 49 fewer households is not likely to change projected impacts on Public Service relative to those discussed under Alternatives 1 and 2.

Southwest Monroe Study Area (Potential 2019 UGA Expansion Area)

With the recommended land use changes in the Southwest Study Area, the majority of the area would continue to be designated for residential uses. However, development density would intensify with recommended new mixed use and commercial development.

New growth would primarily be directed between SR 522 and Old Snohomish Monroe Road, west of 161st Street, as well as to the north of Old Snohomish Monroe Road. The majority of the land in the Southwest Monroe Study Area would continue to be designated for low-density single family uses (approximately 235 acres, or 78% of the area). Approximately 39 acres, or 13% of the area, would be re-designated for commercial uses. Approximately 26 acres, or 9% of the area, would be re-designated for mixed uses.

The changes in the study area are not likely to cause significant increased demand on the public services discussed above, as increases in population and employment are not expected to be substantial. Fire District #3 and the Monroe School District already serve the area. Parks and recreation needs for the area are likely already served by Monroe parks and exiting nearby Snohomish County facilities. The need for police response and impacts are expected to be minimal but would be evaluated at the time of potential UGA expansion. Estimates of the potential fiscal impacts will be calculated in conjunction with planning for the Snohomish County Docket XIX.

Mitigation Measures

- For police service, to support the additional growth, the police department may need to hire additional personnel to meet optimum staffing levels of 2.4 officers per thousand population

and a ratio of 1 civilian position per 2.5 commissioned employees. They may also need to revise their beat configurations.

- For school service, the City of Monroe adopts by reference the Monroe School District Capital Facilities Plan (CFP), which in addition to the CFP elements required by the Growth Management Act, provides supporting documentation for the variables used to calculate development impact fees and identifies capital projects to support anticipated growth.
- For parks service, as opportunities for parkland acquisition and interlocal agreements for school/ park development occur, the Parks and Recreation Department would apply the park classification designations provided in the 2015 Parks Plan to guide planning and specific design of new parks.
- To meet its parkland needs, the City would consider acquisition or joint school development opportunities, focus on design and development of the lands it presently owns, and make improvements that will enhance facilities.

Additional mitigation measures that are proposed through changes to the Monroe Comprehensive Plan (e.g., the Plan map, designations, goals, and policies) to address potential public services impacts include:

- Encourage the shared use of community facilities such as parks, libraries, and schools.
- Encourage the highest possible levels of service within the Monroe school districts.
- Inform Monroe school district regarding City plans or actions that could impact school facilities.
- Review school district plans, seeking opportunities including collaborative use of properties and facilities.
- Maintain park use rules and regulations that support public access and safety, environmental protection, and protection of park resources and assets.
- Provide appropriate and responsive parks services through coordinated planning with related agencies including Snohomish County, the Washington State Recreation and Conservation Office and other state and federal agencies.
- Adopt or amend impact fees when adopting school district capital facilities plans, providing predictability for fee assessments.

Significant Unavoidable Adverse Impacts

No significant impacts on public services are expected with implementation of the mitigation measures

1.6: Utilities

The section provides a summary of the impacts of development under the EIS Alternatives on City-owned utilities: sanitary sewer system, water system, and stormwater system. The information in this section is based on the integrated 2015 Utility Systems Plan. Additional, more detailed information may be found in that Plan which is included as Appendix H to the 2015 Comprehensive Plan. Impacts are expected to be similar for Alternative 1 and Alternative 2, and slightly less under the No Action alternative; any differences between these alternatives are noted.

Each of the individual Utility System Plans within the integrated Plan review the City's current utility capacities and looks at the impact of projected growth on the City's utility infrastructure. Utility level of service standards are proposed in Chapter 8 of the 2015 Comprehensive Plan. The analysis of the

utilities was done using both the current and anticipated loadings and also evaluated the future of the utilities when subjected to tightening regulations.

The Utility System Plans also identify future facilities required to accommodate the anticipated flows and loadings as the City's population grows within the service area limits for the years 2021, 2035, and buildout conditions.

The service area for each of the utilities is substantially different. For example, the service area for the sanitary sewer is generally limited to the UGA boundaries. The service area for water, on the other hand, is much broader. Consequently the residential population, and employment population for water and sanitary followed the same general protocol, but applied to differing service areas. For sanitary sewer, the Utility System Plan projects Monroe and its UGA to grow to 25,126 people and have an employment of 11,780 by the year 2035. The definition of these population values is addressed in the respective chapters for each of the utilities.

Alternatives 1 and 2

Sanitary Sewer

Sewer service under Alternatives 1 and 2 would be provided by City of Monroe, as under existing conditions. Wastewater is currently treated and the effluent is discharged into the Skykomish River through an in-stream diffusers.

Under Alternatives 1 and 2, additional population and employment growth would increase demand for sewer service in the future. This increase would be greater than under the No Action Alternative, as more intensive development (commercial, residential, and mixed use development) would be possible under these alternatives.

Average annual sewer flows and peak hour sewer flows would be approximately 2.30 MGD and 9.79 MGD by 2035, respectively, under these alternatives.

Water

Water service under Alternatives 1 and 2 would be provided by City of Monroe, as under existing conditions. Monroe currently purchases water from the City of Everett.

Under Alternatives 1 and 2, additional population and employment growth would increase demand for water service in the future. This increase would be greater than under the No Action Alternative, as more commercial, residential and mixed use development would be possible under these alternatives.

Total average daily water demand by the City's Retail Water Service Area would be approximately 2.52 MGD by 2035 under these alternatives.

Stormwater

Stormwater control would be provided by the City of Monroe (in public areas, such as streets) and by private development (on private property), as under existing conditions.

Additional growth under Alternatives 1 and 2 would result in greater amounts of impervious surfaces than under existing conditions, as vacant land is developed over the planning period. As impervious surface area increases, stormwater facilities would need to be provided to convey, store and treat stormwater.

Under Alternatives 1 and 2, a greater amount of new development would be proposed as commercial, mixed use and higher density development than under the No Action Alternative. Land use re-designation could allow greater site coverage than currently allowed. This would result in more impervious surface area.

These alternatives would not negatively impact the existing stormwater system.

New development would be required to provide stormwater control in accordance with the Department of Ecology's Stormwater Management Manual for Western Washington (SWMMWW, as required by NPDES permit adopted by City of Monroe.

No Action

Sanitary Sewer

Sewer service would be provided by City of Monroe, as under existing conditions, Alternatives 1, and 2.

Additional population and employment growth would increase demand for sewer service in the future. However, this demand would be less than under Alternatives 1 and 2.

Total sewer flows would be similar to under Alternatives 1 and 2.

Water

Water service would be provided by City of Monroe, as under existing conditions, and Alternatives 1 and 2.

Additional population and employment growth would increase demand for water service in the future. However, this demand would be less than under Alternatives 1 and 2.

Total water demand would be similar to under Alternatives 1 and 2.

Stormwater

Stormwater control would be provided by City of Monroe and private development, as under existing conditions and Alternatives 1 and 2.

Growth under this alternative would result in greater amounts of impervious surfaces than under existing conditions, as vacant land is developed over the planning period. As impervious surface area increases, stormwater facilities would need to be provided to convey, store and treat stormwater.

Under the No Action Alternative, more development would occur as lower intensity, single-use development. Because a smaller proportion of the development would be in commercial, mixed use and higher density development, this alternative could have less impervious surfaces than under Alternatives 1 and 2.

This alternative would not negatively impact the existing stormwater system.

New development would be required to provide stormwater control in accordance with the Department of Ecology's SWMMWW (as required by NPDES permit) adopted by the City of Monroe.

Southwest Monroe Study Area (Potential 2019 UGA Expansion Area)

Sanitary Sewer

Sewer service for future development in the Southwest Monroe Study Area would be provided by City of Monroe.

Additional population and employment growth in this area would increase the average annual and peak hour sewer flows by approximately 0.05 MGD and 0.23 MGD, respectively.

Water

As under existing conditions, water service for future development in the Southwest Monroe Study Area would be provided by City of Monroe. This area is already within the Retail Water Service Area and currently receives water service from the City. The increase in daily water demand with additional development in this area was not calculated for this EIS, but will be calculated in conjunction with the Snohomish County Docket XIX.

Stormwater

Stormwater control would be provided by City of Monroe and private development, as under existing conditions.

Growth under in this area would result in greater amounts of impervious surfaces than under existing conditions, as vacant land is developed over the planning period. As impervious surface area increases, stormwater facilities would need to be provided to convey, store and treat stormwater.

New development would be required to provide stormwater control in accordance with the Department of Ecology's SWMMWW (as required by NPDES permit) adopted by the City of Monroe.

Mitigation Measures

The mitigation measures proposed are those projects determined necessary to serve the projected population based on the modeling provided in the 2015 Utility Plans. The capital improvement projects (CIP) developed in the respective utility chapters are presented by time period. It should be noted that the sewer plan has neither proposed a routing to extend sewers to every lot within the service boundary, nor was it the intention of the plan to finance those line extensions. The Utility CIP does not include the line extensions and pump stations needed to serve presently unsewered areas. These line extensions are assumed to be initiated and financed by developers or through Utility Local Improvement Districts (ULIDs).

Additional mitigation measures that are proposed through changes to the Monroe Comprehensive Plan (e.g., the Plan map, designations, goals and policies) to address potential utilities impacts would:

- Notify and coordinate with utility providers when planning indicates new utility facilities are needed, including consideration of alternatives to new facilities and alternative locations for facilities.
- Regulate construction of utilities within critical areas in accordance with City Municipal Code, and best management practices.

- Require development proponents to mitigate service and utility impacts, ensuring that proportional costs are borne by new development rather than present residents and ratepayers, and that level of service (LOS) standards are not degraded.
- Disallow development of un-sewered residences in areas where public sewer services are available or are being installed.
- Coordinate with adjacent jurisdictions and regional planning agencies regarding updates to the Utilities Element and development regulations.
- Coordinate and combine the construction of new utility lines and public infrastructure, minimizing disruption and helping reduce the cost of services.
- Locate and consolidate new utility systems into existing rights-of-way and easements whenever possible.
- Achieve and maintain a balance between capital facilities expenditures and funding capacities, adjusting income, adopted levels of service standards and land use projections as necessary.
- Capital projects that are not included in the six-year Capital Facilities Plan or which are potentially inconsistent with the Comprehensive Plan should be evaluated prior to their inclusion into the City's annual budget.
- Coordinate and develop consistent LOS standards with other entities that provide public services within the Monroe planning area.
- Utilize LOS guidelines provided in Chapter 8 to evaluate public facilities needs regarding new development.
- Develop and adopt new, or refine existing GMA-compliant impact fees as part of financing public facilities, balancing between impact fees and other sources of public funds.
- Provide opportunity for service providers to review development proposals for available capacity and needed system improvements to accommodate development.
- Identify, locate and regulate essential public facilities according to Snohomish Countywide Planning Policies.
- Meet periodically with utility providers, ensuring coordination of plans and projects.

Significant Unavoidable Adverse Impacts

No significant impacts on utilities are expected with implementation of the mitigation measures

1.7: Transportation

Under all of the EIS Alternatives, Monroe would experience increased development in order to accommodate new residents and jobs in the city its UGA. The new development would have impacts on the transportation network, which is primarily dominated by the automobile but also accommodates walking, biking, and public transit. Impacts are expected to be similar for Alternative 1 and Alternative 2; any differences between the alternatives are noted. Additional, specific information can be found in the Transportation Element and Transportation Plan of the 2015 Comprehensive Plan.

Alternatives 1 and 2

Under Alternatives 1, new growth would primarily be directed to the north portion of the Monroe UGA (Low Density Residential areas would be re-designated Medium Density SFR), the central portion of the Monroe UGA (Special Regional Use (the fairgrounds) and Limited Open Space Airport areas would be re-designated Tourist Commercial), the triangle area south of US 2 and west of SR 522 (Professional Office

and High Density Residential areas would be re-designated Mixed Use), the south part of the city along the West Main Corridor (High Density Residential, Industrial and Public Facilities areas would be re-designated Mixed Use), and the triangle to the east of SR 522, north of Main Street and west of the King Street alignment (Medium Density Residential areas would be re-designated High Density SFR).

Under Alternative 2 the new development would be directed to the same areas as under Alternative 1, with the following exceptions: the area near Lake Tye would be re-designated from Industrial to Mixed Use. The First Airfield, Evergreen Fairgrounds, and North Hill areas would likely remain relatively unchanged.

The majority of Monroe would continue to remain in residential (primarily single family residential) uses, as under existing conditions. Institutional uses, including public schools and the Monroe Correctional Facility, would also continue to occupy large areas of the city. The additional growth would increase density in Monroe and its UGA over existing conditions. In general, the proposed increases in density would result in a more compact development system that will reduce vehicle miles traveled and help make alternate modes of travel like biking and walking a more viable choice.

Roadway Travel

Under Alternatives 1 and 2, population and employment growth would increase the demand for automobile travel on the City's roadways. Compared to the No Action Alternative, there would be slightly more population growth in Downtown and the Triangle area and slightly less in north Monroe. In effect, traffic growth would be greater in the future compared to the No Action Alternative on travel corridors in central Monroe, including W Main Street and 179th Avenue SE. Traffic growth would be lower compared to the No Action Alternative on corridors in north Monroe, including N Kelsey Street and Chain Lake Road.

Due to the additional traffic demand, the following corridors would not meet the City's LOS D standard without additional transportation investment:

- US 2 between Frylands Boulevard SE and Cascade View Drive
- S Lewis Street from US 2 to Sumac Drive
- 179th Avenue SE from US 2 to W Main Street
- W Main Street from Frylands Boulevard SE to 179th Avenue SE
- W Main Street from Kelsey Street to US 2

Non-Motorized Travel

Compared to the No Action Alternative, Alternatives 1 and 2 would concentrate more growth in areas that support walking and biking (Downtown and the Triangle Area), creating more opportunities for non-motorized travel.

No Action Alternative

Roadway Travel

Under the No Action Alternative, population and employment growth would increase the demand for automobile travel on the City's roadways. Land use growth patterns would follow the 2013

Comprehensive Plan Update, so compared to Alternatives 1 and 2, there would be slightly more population growth in north Monroe and slightly less in Downtown and the Triangle Area. Traffic growth would be greater in the future compared to Alternative 1 on travel corridors in north Monroe, including N Kelsey Street and Chain Lake Road. Traffic growth would be lower compared to Alternatives 1 and 2 on corridors in central Monroe, including W Main Street and 179th Avenue SE.

Due to the additional traffic demand, some corridors would not meet the City's LOS D standard without additional transportation investment:

- US 2 between Frylands Boulevard SE and Cascade View Drive
- S Lewis Street from US 2 to Sumac Drive
- 179th Avenue SE from US 2 to W Main Street
- W Main Street from Frylands Boulevard SE to 179th Avenue SE

Non-Motorized Travel

Compared to Alternatives 1 and 2, the No Action Alternative would concentrate more growth in areas that are less conducive to walking and biking (areas north of US 2), creating fewer opportunities for non-motorized travel.

Southwest Monroe Study Area (Potential 2019 UGA Expansion Area)

Roadway Travel

Traffic growth on the W Main Street and Frylands Boulevard corridors would increase relative to existing conditions with additional growth in the Southwest Monroe Study Area. Other roadway operations would be similar to under existing conditions

Non-Motorized Travel

With additional growth in the Southwest Monroe Study Area, there would be more opportunities for non-motorized travel than under existing conditions. Other non-motorized impacts would be similar.

Mitigation Measures

To ensure that roadway corridors meet the City's LOS D corridor standard under Alternatives 1 and 2 conditions, the City should provide mitigation measures at select intersections to improve operations along deficient corridors. Potential mitigations for each deficient corridor are detailed below.

- **US 2 between Frylands Boulevard SE and Cascade View Drive.** The US 2 / 179th Avenue SE intersection would be the primary point of vehicle delay along this corridor. Adding a northbound right-turn pocket at this intersection would decrease vehicle delay and allow the corridor to meet the LOS D standard.
- **S Lewis Street from US 2 to Sumac Drive.** Installing a traffic signal at the S Lewis Street / Hill Street intersection would decrease vehicle delay and allow the corridor to meet the LOS D standard. It is important to note that because corridor LOS is a measure of average delay across all corridor intersections, the City could also achieve the LOS D standard by mitigating other corridor intersections.
- **179th Avenue SE from US 2 to W Main Street.** Two intersection mitigations would decrease vehicle delay and allow the corridor to meet the LOS D standard:

1. Adding a northbound right-turn pocket at the US 2 / 179th Avenue SE intersection, as previously specified for mitigating the US 2 corridor between Frylands Boulevard SE and the Cascade View Drive.
2. Installing a traffic signal at the 179th Avenue SE / 147th Street SE intersection. This improvement is also specified by the 2015 – 2020 Monroe Transportation Improvement Program.

It is important to note that because corridor LOS is a measure of average delay across all corridor intersections, the City could also achieve the LOS D standard by mitigating other corridor intersections.

- **W Main Street from Frylands Boulevard SE to 179th Avenue SE.** Along this corridor, PM peak hour traffic demand and delay would grow disproportionately at the W Main Street / SR 522 northbound / Tester Road roundabout, one of the primary gateways in and out of the City. Due to capacity constraints at this intersection, very few mitigation measures would be feasible. However, installing a traffic signal or roundabout to improve traffic flow at the W Main Street / Frylands Boulevard intersection would improve corridor LOS from F to E. It is important to note that because corridor LOS is a measure of average delay across all corridor intersections, the City could also achieve LOS E operations by mitigating other corridor intersections. Because meeting the LOS D standard during the PM peak hour is not possible without improving the capacity-constrained Main Street / SR 522 northbound / Tester Road roundabout, the City may need to accept the corridor LOS deficiency if a suitable improvement is not determined.
- **W Main Street from Kelsey Street to US 2.** In 2014, the City began an effort to redesign the intersections of Fremont, Madison and Main Streets to form a more effective gateway into downtown. The final configuration of this project has not yet been determined, but intersection improvements should address issues related to traffic flow (as well as non-motorized safety) and allow the corridor to meet the LOS D standard. It is also important to note that because corridor LOS is a measure of average delay across all corridor intersections, the City could also achieve the LOS D standard by mitigating other corridor intersections.

Significant Unavoidable Adverse Impacts

The population and employment growth associated with new development would result in increased traffic volumes. Although congestion can be addressed through the mitigation measures presented, the increase in traffic itself is considered a significant unavoidable adverse impact.

Section 2 Environmental Impact Summary: Alternative Comparison Matrix

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
Alternative 1 – Preferred Alternative	Alternative 2 – River First and Village Hub Alternative	No Action Alternative	
Natural Environment			
Earth (Topography, Soils, Geotechnical Hazards) - Impacts			
<p><u>Soils</u> Soils throughout Monroe are generally suitable for development, with the exception of a few areas with poor drainage and geological hazards. Soils within the Currie Creek and North Area/Milwaukee Hill areas are poorly to moderately drained, which could impact the use of septic systems and drainage for homes. Geological hazard areas (areas susceptible to erosion, sliding, earthquake and/or other geologic events) are primarily located to the north of US 2, including steep slopes in the Woods Creek Rd./Old Owen Rd., North Area/Milwaukee Hill, North Kelsey and Foothills & Roosevelt Rd. areas. More intensive development is not proposed in any of these areas under Alternative 1. Increased development under Alternative 1 could result in short-term erosion during construction. Long-term erosion could occur from excessive landscape watering and focusing of stormwater runoff on erodible soils.</p>	<p>Earth-related impacts would be similar to Alternative 1.</p>	<p>Similar to Alternatives 1 and 2, although development intensity would be less in certain areas, reducing the potential for earth-related impacts.</p>	<p>Steep slopes are located in the southwestern portion of the Southwest Study Area that could be subject to erosion and landslides with development. More intensive development is not recommended in this area. Short-term and long-term erosion impacts would be similar to Alternatives 1 and 2.</p>
Water Resources (Surface and Groundwater) - Impacts			
<p>The principal surface water features in Monroe include: the Skykomish River, Woods Creek and Lake Tye; smaller wetlands and streams are also present throughout the city. Aquifer depths</p>	<p>Water-related impacts would be similar to Alternative 1.</p>	<p>Similar to Alternatives 1 and 2, although development intensity would be less in certain areas, reducing the potential for water-</p>	<p>Streams and wetlands are located in the Southwest Study Area that could be directly and indirectly impacted by development. The</p>

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
Alternative 1 – Preferred Alternative	Alternative 2 – River First and Village Hub Alternative	No Action Alternative	
<p>are relatively shallow across much of Monroe. During construction, grading activities would expose soils to erosion, which could result in sediment being transported to local water resources.</p> <p>Increases in impervious surfaces with additional development could adversely impact water resources, including flooding, stream bank erosion and pollutant transport.</p> <p>Stormwater runoff from urbanized areas would carry pollutants that could be transported to water resources.</p> <p>Increases in residents and employees would result in more motor vehicles, increasing nonpoint source water pollutants.</p> <p><u>Wetlands and Streams</u></p> <p>Clearing of vegetation, grading filling, draining and other activities associated with development could eliminate or decrease the functions of wetlands and streams</p> <p>The potential for development to impact wetlands and streams would be greatest to the north of US 2, along the Skykomish River and in the southern portion of the Currie Creek area where the majority of the wetlands and streams in Monroe are located.</p> <p><u>Floodplains</u></p> <p>Possible impacts from development on floodplains would be the greatest along the Skykomish River and Woods Creek, and adjacent to Lake Tye where 100-year floodplains occur.</p> <p><u>Critical Aquifer Recharge Areas (CARAs)</u></p>		related impacts.	<p>northernmost and southernmost edges of the area are in the floodway fringe. Aquifer sensitivity is considered low in the area. No SMP Shorelines of the State are present. More intensive development is not recommended in portions of the Southwest Study Area with wetlands and streams and in the floodway fringe. Other water-related impacts would be similar to Alternatives 1 and 2.</p>

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
Alternative 1 – Preferred Alternative	Alternative 2 – River First and Village Hub Alternative	No Action Alternative	
<p>Much of Monroe is located in a CARA. More intensive development is proposed in certain locations as identified in Section 1.1 within the CARAs.</p> <p>The city no longer relies on wells for municipal water; however, several wells are located in the Milwaukee Hill area. No additional development is proposed in this area under Alternative 1.</p> <p><u>Shorelines Management Act</u> The Skykomish River, Woods Creek and (Lake) Tye stormwater facility are identified as Shorelines of the State. The Skykomish River is also a river of Statewide Significance. No changes to the SMP are proposed. However, increased access both visual and physical would be likely under this alternative. Any access provided would be consistent with adopted SMP regulations.</p>			
Plants and Animals - Impacts			
<p>Most of Monroe is comprised of urban and suburban uses with minimal natural habitat. Critical areas that could be impacted by development are primarily located north of US 2, along the Skykomish River and Woods Creek, and at the fringes of the city limits. The center of the city where the majority of development is proposed under Alternative 1 contains relatively few critical areas and natural habitat compared with the remainder of the city.</p> <p>Increased urbanization of Monroe would result in the loss of certain vegetation; isolation or fragmentation of vegetation; and replacement of natural areas with primarily ornamental species.</p>	<p>Impacts on plants and animals would be similar to Alternative 1.</p>	<p>Similar to Alternatives 1 and 2, although development intensity would be less in certain areas, reducing the potential for impacts on plants and animals.</p>	<p>. Animal species adapted to pasture, agricultural lands and riparian zones that are currently present in the area could be impacted by a loss or changes in habitat with future development. Other impacts on plants and animals would be similar to Alternatives 1 and 2.</p>

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
Alternative 1 – Preferred Alternative	Alternative 2 – River First and Village Hub Alternative	No Action Alternative	
<p>Additional growth would result in increases in human activity that could impact wildlife in the area. An increase in traffic, maintained yards and septic systems would result in additional nonpoint sources of pollution that could enter water resources and impact fish and wildlife. Increases in impervious surfaces with development would decrease potential infiltration, which would reduce the water available to provide base flow in receiving waters. As a result, perennial streams could become dry, eliminating fish and wildlife habitat.</p> <p><u>Endangered Species Act Species/Habitats</u> The Chinook salmon, steelhead trout and bull trout are federal endangered species. The bald eagle and peregrine falcon are state sensitive species. These species are found/expected to be present in Monroe and could be impacted by development..</p>			
Land Use, Population, Housing, Employment and Plans and Policies			
Land Use - Impacts			
<p><u>Land Use Patterns</u></p> <p>Four “character areas” would be developed under this alternative as follows:</p> <ul style="list-style-type: none"> • Regional Benefit District (Frylands industrial park, Lake Tye, the fairgrounds, and North Kelsey shopping area) – continue existing commercial, office and industrial development that is largely auto-oriented and focused on US 2. • Central District (area south of US 2, excluding the Frylands industrial park 	<p><u>Land Use Patterns</u></p> <p>Development would intensify at activity hubs and near the river, but outside of the flood plain. The hubs would include higher intensity mixed use development likely located in the following areas:</p> <ul style="list-style-type: none"> • W Main Street/east of SR 203 -- connecting a revitalized downtown to an improved Al Borlin Park; 	<p><u>Land Use Patterns</u></p> <p>Land use patterns would continue as provided for in the 2013 Comprehensive Plan Update. The 2013 Plan built upon the intent to retain the “small town” character of Monroe, while accommodating growth, and addressing quality of life concerns. Provisions of the 2013 Plan included: future growth supporting a variety of housing types through increased densities;</p>	<p><u>Land Use Patterns</u></p> <p>The majority of the fSouthwest UGA Study Area would remain in residential uses. However, the density would intensify along SR 522 and Old Snohomish Monroe Road with new Mixed Use and Commercial designations.</p>

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
Alternative 1 – Preferred Alternative	Alternative 2 – River First and Village Hub Alternative	No Action Alternative	
<p>and the Skykomish River greenbelt) – build upon the existing traditional, walkable and slower-paced Monroe</p> <ul style="list-style-type: none"> • <i>Skykomish Greenway</i> (Al Borlin Park, shoreline/floodplain areas, including the former Cadman Pit) – unite and create an open space along the river with connections to downtown. • <i>North Hill District</i> (land generally from WSDOT right-of-way northward to the city limits) – continue existing lower-density, auto-oriented residential patterns. 	<ul style="list-style-type: none"> • W Main Street near City Hall/the existing Park Place Middle School -- including new parklands and a trail; • Western End of W Main Street -- serving neighborhoods around the Main Street/SR 522 interchange; • Lake Tye/Frylands; and • Central Business District. 	<p>providing for the expansion of the Urban Growth Area (UGA) to the north and southwest; locating major commercial and industrial development away from single-family homes; and increasing parks and recreation opportunities.</p>	
<p><u>Land Use Designations</u></p> <p>Portions of the Foothills/Roosevelt Road area and Roosevelt Ridge area would be re-designated from R2-5 to Medium Density SFR (5-7 units per acre). Properties in the Tester Road, SR 522/US 2 interchange and east of SR 522 would be re-designated from Medium Density SFR to High Density SFR.</p> <p>Mixed Use areas would be located south of Main Street (changing from Public Facilities, Industrial and High Density SFR) and the SR 522/US 2 interchange area (changing from Medium Density SR and Professional Office).</p> <p>Tourist Commercial areas would be located in the First Airfield and Evergreen Fairgrounds area. Re-designated Commercial areas would also include the Currie Road Subarea, North Kelsey area, east of SR 522 and Tester Road area.</p>	<p><u>Land Use Designation</u></p> <p>Under Alternative 2 the Land Use Designations are expected to be similar to Alternative 1 with the following exceptions:</p> <p>The area near 522 and Main Street would be designated Mixed Use, as would the area near Lake Tye.</p> <p>The FirstAir Field, Evergreen Fairgrounds, and North Hill areas would remain relatively unchanged.</p>	<p><u>Land Use Designation</u></p> <p>Under the No Action Alternative, the land use designations would remain as described in the 2013 Comprehensive Plan Update. The northern areas of Monroe, including North Area and Milwaukee Hill, would continue to largely be designated R2-5. The downtown corridor of Monroe and areas along US-2 would continue to be designated for a mix of commercial, office, industrial, and limited open space uses. Areas around the airport and in the southwest corner of the city would remain in the Special Regional Use (SRU) designation. The southern portion of Monroe along the Skykomish River would remain Parks/Open Space and Limited</p>	<p><u>Land Use Designation</u></p> <p>The majority of the Study Area would remain in the Low Density SFR designation. Portions of the area along SR 522 and Old Snohomish Monroe Road are recommended to be re-designated from Residential-5 acres with a Rural/Urban Transition Area Overlay in unincorporated Snohomish County to Mixed Use and Commercial designations with the possible expansion of the Monroe UGA.</p>

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
Alternative 1 – Preferred Alternative	Alternative 2 – River First and Village Hub Alternative	No Action Alternative	
<p>The Shoreline Industrial designation associated with existing Cadman operations would replace Limited Open Space areas in the South Monroe Area.</p> <p>Institutional areas would replace Public Facilities and Special Regional Use designations in certain areas</p> <p>Existing Limited Open Space areas would be changed to Parks in the south part of the City.</p>		Open Space.	
<p><u>Land Use Conversion</u></p> <p>The land use type, character and pattern within certain areas of the City would be modified and allow for more dense residential development and increased commercial and mixed use development. These changes would primarily occur in the north part of Monroe, along the West Main Corridor and adjacent to SR 522 and US 2.</p>	<p><u>Land Use Conversion</u></p> <p>The land use type, character, and pattern within certain areas of the City would be modified and allow for more dense residential development and increased commercial and mixed use development. These changes would primarily occur in the central part of Monroe, and along the West Main Corridor, similar to Alternative 1 leaving north Monroe relatively unchanged.</p>	<p><u>Land Use Conversion</u></p> <p>Under the No Action Alternative, the land use designations would remain as described in the 2013 Comprehensive Plan Update land use conversion would continue in accordance with that plan.</p>	<p><u>Land Use Conversion</u></p> <p>The land use type, character, and pattern would change adjacent to SR 522 and Old Snohomish Monroe Road would change to allow commercial and mixed use development.</p>
<p><u>Land Use Displacement</u></p> <p>Proposed designations would provide opportunities for new development and increased density. Future development could displace lower density land uses to allow for the development of more intense and higher density development in certain areas of the City.</p>	<p><u>Land Use Displacement</u></p> <p>Similar to Alternative 1. Minimal displacement would occur to the north of US 2</p>	<p><u>Land Use Displacement</u></p> <p>Under the No Action Alternative, the land use designations would remain as described in the 2013 Comprehensive Plan Update. Land use displacement could occur consistent with existing designations and zoning.</p>	<p><u>Land Use Displacement</u></p> <p>The primary existing land uses that could be displaced in areas re-designated for commercial and mixed use development would be residential; however, open space/agricultural uses, undeveloped land, and</p>

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
Alternative 1 – Preferred Alternative	Alternative 2 – River First and Village Hub Alternative	No Action Alternative	
			mining/quarrying areas could also be displaced.
<p><u>Compatibility with Surrounding Land Uses</u></p> <p>Along the north and west boundaries of the City, land use changes would be located adjacent to unincorporated Snohomish County. Medium Density SFR re-designated areas would be similar to existing land uses along the UGA boundary. Commercial re-designated areas at the west end of US 2 would represent a slight increase in land use intensity.</p> <p>Proposed land use designation changes would also occur adjacent to existing land uses in the City and in some cases would represent an increase in land use intensity compared to existing conditions. Areas where these increases in land use intensity would primarily occur include the central portion of Monroe (Special Regional Use and Limited Open Space Airport areas to Tourist Commercial), the triangle area south of US 2 and west of SR 522 (Professional Office and High Density SFR to Mixed Use), the south part of the city along the West Main Corridor (High Density SFR, Industrial and Public Facilities areas to Mixed Use), the triangle to the east of SR 522, north of Main Street and west of the King Street alignment (Medium Density Residential to High Density SFR), and the South Monroe area (Limited Open Space to Shoreline Industrial associated with Cadman operations).</p>	<p><u>Compatibility with Surrounding Land Uses</u></p> <p>Similar to Alternative 1. However, compatibility with surrounding uses in unincorporated Snohomish County and the city would remain relatively unchanged to the north of US 2 as no changes to the residential and fairground/airfield areas are proposed.</p> <p>Additional land use designation changes would occur adjacent to existing uses in the city and in some case would represent an increase in land use intensity compared to existing conditions. These areas include areas adjacent to SR 522/Main Street (General Commercial to Mixed Use) and Lake Tye (Industrial to Mixed Use).</p>	<p><u>Compatibility with Surrounding Land Uses</u></p> <p>Under the No Action Alternative, the land use designations and compatibility would remain as described in the 2013 Comprehensive Plan Update.</p>	<p><u>Compatibility with Surrounding Land Uses</u></p> <p>In most areas adjacent to unincorporated Snohomish County the recommended Low Density SFR designation would be similar to the existing Rural Residential-5 designation. The northeast corner of the Study Area would be re-designated to Mixed Use and Commercial which would be more intensive than existing residential land uses.</p> <p>The recommended Mixed Use and Commercial designations would provide for more intense development than the existing R3-5 designation in the existing adjacent Monroe UGA; however, with the proposed update to the Comprehensive Plan these areas would be re-designated to Mixed Use and Commercial and would be consistent with the recommended land use designations in the area.</p>
Population - Impacts			
Portions of the Foothills/Roosevelt Road area	Similar to Alternative 1	No areas would be re-designated	Re-designated Mixed Use areas

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
Alternative 1 – Preferred Alternative	Alternative 2 – River First and Village Hub Alternative	No Action Alternative	
<p>and Roosevelt Ridge area would be re-designated to Medium Density SFR, and properties in the Tester Road, SR 522/US 2 interchange and east of SR 522 would be re-designated High Density SFR. Other area would be re-designated to Mixed Use, which would provide for additional residential density.</p> <p><u>Population Targets</u></p> <p>Alternative 1 would accommodate the City's population target for 2035 of 25,119 target.</p>	<p>Additional areas would be re-designated to Mixed Use (e.g., in the SR 522/Main Street and Lake Tye areas which would provide for more residential density.</p> <p><u>Population Targets</u></p> <p>Alternative 2 would accommodate the City's population target for 2035 of 25,119</p>	<p>for residential uses/density under the No Action alternative. Population generated development would continue in accordance with the 2013 Comprehensive Plan Update</p> <p><u>Population Targets</u></p> <p>Without changes to residential densities, the No Action alternative would not be able to accommodate the population target of 25,119..</p>	<p>would allow opportunities for increased residential density and associated population.</p> <p><u>Population Targets</u></p> <p>Population targets will be established for the Snohomish County Docket XIX in 2016, at which time estimates for residential buildable land capacity and associated population will be calculated for the Southwest Monroe Study Area</p>
Housing– Impacts			
<p>New multi-family dwelling units would be added through the re-designation of areas for mixed use development – mixed use development can include multi-family housing.</p> <p>Single-family dwellings would be added on vacant lands and on partially developed lands. Several areas that are currently designated for residential use would be re-designated to allow for increased residential density.</p> <p>Alternative 1 would provide enough zoned capacity for approximately 7,240 households through 2035.</p>	<p>Similar to Alternative 1. Additional residential density would be provided with mixed uses in the SR 522/Main Street and Lake Tye areas.</p>	<p>No areas would be re-designated for residential uses/density under the No Action alternative. Residential development trends would continue in accordance with the 2013 Comprehensive Plan Update.</p>	<p>The majority of the Study Area would continue to be designated for residential uses. However, residential development density would intensify with recommended new mixed use development along SR 522 and Old Snohomish Monroe Road.</p>
Employment– Impacts			
<p>The new Tourist Commercial designation would be located in the First Airfield and Evergreen Fairgrounds area. Re-designated Commercial areas would also include the Currie Road Subarea, North Kelsey area, east of SR 522 and</p>	<p>Similar to Alternative 1 except that no re-designation of the airfield and fairground to Tourist Commercial and associated additional employment is</p>	<p>No areas would be re-designated for employment uses/density under the No Action Alternative. Employment-generating development would continue in</p>	<p>Commercial and Mixed Use re-designated areas recommended in the Southwest Monroe Study Area would provide for commercial development and associated</p>

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
Alternative 1 – Preferred Alternative	Alternative 2 – River First and Village Hub Alternative	No Action Alternative	
<p>Tester Road area. These areas, along with proposed Mixed Use designations would provide new areas for commercial development and associated employment.</p> <p><u>Employment Targets</u></p> <p>The City of Monroe and its UGA has a total employment capacity for 12,958 jobs. The City has adopted an initial employment target of 11,781 through 2035. Therefore, there is currently more than enough capacity to meet the employment target</p>	<p>proposed. Additional mixed use areas that would generate employment are proposed in the SR 522/Main Street and Lake Tye areas.</p> <p><u>Employment Targets</u></p> <p>Similar to Alternative 1.</p>	<p>accordance with the 2013 Comprehensive Plan Update.</p> <p><u>Employment Targets</u></p> <p>Similar to Alternatives 1 and 2..</p>	<p>employment.</p> <p><u>Employment Targets</u></p> <p>Employment targets will be established for the Snohomish County Docket XIX in 2016, at which time estimates for commercial buildable land capacity and associated employment will be calculated for the Southwest Monroe Study Area.</p>
Relationship to Plans and Policies			
<p><u>Growth Management Act (GMA)</u></p> <p>The GMA requires that all Alternatives in an EIS demonstrate that the Land Use element, capital facilities planning, and financial planning are consistent. As part of the GMA, cities are required to show that they have taken “reasonable measures” to accommodate population and employment growth within their boundaries before expanding the UGA to allow for more growth.</p> <p>Alternative 1 would be consistent with the GMA. Monroe’s 2035 population target would be met by proposed density increases; the city’s 2035 employment target would also be met. No expansion of the Monroe UGA is proposed at this time (see the discussion of population and</p>	<p><u>Growth Management Act</u></p> <p>Similar to the Alternative 1, Alternative 2 would be consistent with the GMA, Monroe’s 2035 population target would be met by proposed density increases; the city’s 2035 employment target would also be met. No expansion of the Monroe UGA is proposed at this time (see the discussion of population and employment targets above).</p>	<p><u>Growth Management Act</u></p> <p>The No Action Alternative would generally be consistent with the GMA, with the exception that the city’s 2035 population target cannot be accommodated. No expansion of the Monroe UGA is proposed at this time.</p>	<p>Growth Management Act</p> <p>Compliance of the recommended land use changes in the Southwest Study Area with the GMA will be assessed in conjunction with Snohomish County Docket XIX in 2016.</p>

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
Alternative 1 – Preferred Alternative	Alternative 2 – River First and Village Hub Alternative	No Action Alternative	
<p>employment targets above).</p> <p><u>Countywide Planning Policies</u></p> <p>Snohomish Countywide Planning Policies (CPPs) establish a framework for developing and adopting comprehensive plans countywide. The Snohomish CPPs seek to ensure consistency with the GMA, state laws, and Multicounty Planning Policies (MPPs); establish framework for ongoing collaboration/coordination; allow for local implementation flexibility; support a sustainable county in the regional context; establish a framework for mitigating and adapting to climate change; maintain quality of life in the county; and enhance the built environment and human health.</p> <p>Under the Alternative 1, the Comprehensive Plan Update has been prepared in accordance with the CPPs framework. The Plan meets the objectives of the CPPs by providing consistency with GMA, state laws, and MPPS, and would help meet the other county goals outlined in the CPPs.</p> <p><u>City of Monroe Comprehensive Plan</u></p> <p>The policies incorporated into the 2015 Comprehensive Plan Update to promote the four character areas/districts in the Preferred Alternatives, including:</p> <p>Regional Benefit District</p> <ul style="list-style-type: none"> • Fill out and optimize the Fryelands industrial park as a jobs center; • Promote economic opportunities related to the fairground; 	<p><u>Countywide Planning Policies</u></p> <p>Alternative 2 would meet the objectives of the CPPs. This alternative would be consistent with GMA, state laws, MPPs, and help meet the other county goals in the CPPs.</p> <p><u>City of Monroe Comprehensive Plan</u></p> <p>Policies would be incorporated into the 2015 Comprehensive Plan Update to further promote the activity hubs in the following areas.</p> <ul style="list-style-type: none"> • W Main Street/east of SR 203 -- connecting a revitalized downtown to an improved Al Borlin Park; 	<p><u>Countywide Planning Policies</u></p> <p>The No Action Alternative would meet the objectives of the CPPs., except for the population targets. This alternative would be consistent with GMA, state laws, MPPS, and would help meet the other goals in the CPPs.</p> <p><u>City of Monroe Comprehensive Plan</u></p> <p>Policies would continue as described in the 2013 Comprehensive Plan Update under the No Action Alternative.</p>	<p>Countywide Planning Policies</p> <p>Compliance of recommended land use changes in the Southwest Study Area with CPPS will be assessed in conjunction with Snohomish County Docket XIX in 2016.</p> <p><u>City of Monroe Comprehensive Plan</u></p> <p>Compliance of recommended land use changes in the Southwest Monroe Study with the Monroe Comprehensive Plan will be assessed in conjunction with Snohomish County Docket XIX in 2016.</p>

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
Alternative 1 – Preferred Alternative	Alternative 2 – River First and Village Hub Alternative	No Action Alternative	
<ul style="list-style-type: none"> Optimize North Kelsey as an area-wide shopping destination; and Improve Lake Tye and surrounding parklands. <p>Central District</p> <ul style="list-style-type: none"> Support connectivity; Create a more vital mixed-use Main Street corridor and downtown; Support infill opportunities; and Enhance ties to the Skykomish River. <p>Skykomish Greenway</p> <ul style="list-style-type: none"> Unite and create a contiguous, feature-rich greenbelt along the river; and Improve access and ties to the entire community. <p>North Hill District</p> <ul style="list-style-type: none"> Create infrastructure that serves Monroe’s long-term needs Connect to a potential trail within WSDOT lands; <p>Create stormwater features/small parks and open space</p>	<ul style="list-style-type: none"> W Main Street near City Hall/the existing Park Place Middle School -- including new parklands and a trail; Western End of W Main Street -- serving neighborhoods around the Main Street/SR 522 interchange; Lake Tye/Frylands; and Central Business District. 		
Aesthetics– Impacts			
<p><u>Visual Character</u></p> <p>Under Alternative 1, new development could add to, alter or eliminate some of the features that comprise Monroe’s visual landscape. Some areas may be able to absorb changes while maintaining their visual integrity, others could be negatively impacted. Overall, the visual environment is expected to with the changes.</p>	<p><u>Visual Character</u></p> <p>Similar to Alternative 1.</p>	<p><u>Visual Character</u></p> <p>Under the No Action Alternative, development patterns and visual character would remain generally similar to existing conditions.</p>	<p><u>Visual Character</u></p> <p>The majority of the area would remain in low density single family uses, similar to existing conditions. More intensive development (commercial and mixed use) would occur along SR 522 and Old Snohomish Monroe Road and would alter the visual character of</p>

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
Alternative 1 – Preferred Alternative	Alternative 2 – River First and Village Hub Alternative	No Action Alternative	
The visual character for portions of the City is anticipated to transition from the current auto-centric development pattern to one with more intensive development, including a mix of uses and pedestrian orientation.			that area.
<u>Height/Bulk/Scale</u> New development would generally lead to increased density, lot coverage and building heights when compared to existing conditions.	<u>Height/Bulk/Scale</u> Similar to Alternative 1.	<u>Height/Bulk/Scale</u> Under the No Action Alternative, no changes would be made to the maximum allowed height, bulk and scale in Monroe.	<u>Height/Bulk/Scale</u> For the most part, height, bulk and scale would remain similar to existing conditions. Areas re-designated for Commercial and Mixed Use development would result in increased density, building height and lot coverage when compared to existing conditions.
<u>Pedestrian Environment</u> Alternative 1 is intended to encourage pedestrian-oriented development by intensifying land uses in certain areas and encouraging the provision of adequate pedestrian facilities. Infill, multifamily and mixed use development would be encouraged in several parts of the City and its UGA. Such development would comply with the City's <i>Infill, Multifamily and Mixed Use Design Standards</i> which include design criteria for pedestrian oriented spaces.	<u>Pedestrian Environment</u> Similar to Alternative 1.	<u>Pedestrian Environment</u> The overall pedestrian environment would decline as future growth would increase vehicular traffic levels and exacerbate issues for pedestrians in certain areas (along US 2 and SR 522).	<u>Pedestrian Environment</u> Intensifying development in Mixed Use and Commercial areas could encourage pedestrian-oriented development. This development would comply with the City's <i>Infill, Multifamily and Mixed Use Design Standards</i> which include design criteria for pedestrian oriented spaces.
<u>Views</u> Views of the Snoqualmie River Valley, Cascade Mountains and Mount Rainier from higher elevation areas could change if future building bulk and scale increase. Greater height, bulk and scale in the valley areas of Monroe could impact views towards the Cascade Mountains from	<u>Views</u> Similar to Alternative 1. However, minimal changes in building height, bulk and scale are proposed in the northern portion of the city that could impact views.	<u>Views</u> Allowed building heights, bulk and scale would remain low unchanged the No Action Alternative and no significant adverse impacts on existing views would be anticipated.	<u>Views</u> Views are possible from the areas at the top of the slope in the southwestern part of the Southwest Monroe Study Area and to the north of Old Snohomish Monroe Road .The recommended land use

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
Alternative 1 – Preferred Alternative	Alternative 2 – River First and Village Hub Alternative	No Action Alternative	
lower elevation areas. The level of impacts to views would vary based on topography, location, and building design.			changes are not expected to substantially impact these views.
<u>Light and Glare</u> Additional development would introduce new sources of light and glare, including more automobiles, additional exterior building lighting and new street lighting. Proposed mixed use development would deemphasize automobile use and focus on the pedestrian environment, including appropriate lighting. Additional commercial development would increase the number of light and glare sources; however, such development would be located in highly auto-oriented areas and would not be anticipated to result in significant adverse impacts.	<u>Light and Glare</u> Similar to Alternative 1.	<u>Light and Glare</u> Additional growth would create new sources of light and glare; however, as many areas are auto-oriented, additional light and glare would not be anticipated to result in significant adverse impacts.	<u>Light and Glare</u> Additional growth would introduce new sources of light and glare, most of which would be associated with single family residential uses, with lesser amounts of mixed use and commercial uses. New mixed uses would deemphasize automobile use and focus on providing a pedestrian-friendly environment with appropriate lighting. New commercial uses would generate light and glare that could impact drivers along SR 522 and Old Snohomish Monroe Road, depending on building materials, paving and lighting in these developments.
Public Services			
Police, Fire / Emergency Services – Impacts			
The additional population and employment growth in Monroe under Alternative 1 would result in increased demand for public services, including fire/emergency service, police, schools, and parks and recreation. The increase in housing development, especially in northern Monroe, would continue to stretch response times. It is anticipated that the calls for	Similar to Alternative 1, additional growth in Monroe under Alternative 1 would result in increased demand for public services	The No Action Alternative would result in approximately 49 fewer households than anticipated under Alternatives 1 and 2. The relative reduction of impacts from 49 fewer households is not likely to change projected impacts on Public Service relative to	The Southwest Study Area is not likely to cause significant increased demand on the public services; since the fire district and school district already serve the area and minor increase of population would not warrant additional police beyond those currently projected.

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
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<p>service will continue to be based not only on population increases but also on additional factors such as retail development and school district growth.</p> <p>In order to support the growth in the City of Monroe, it is anticipated that the Monroe Police Department may need to hire additional personnel to meet optimum staffing levels.</p>		Alternatives 1 and 2.	Estimates of the potential fiscal impacts will be calculated in conjunction with planning for the Snohomish County Docket XIX.
Schools – Impacts			
The total number of students projected for the Monroe School District in 2035 is 7,434 using the District’s ratio method. Growth is occurring throughout the District, most of it within and north of the City of Monroe. Long-range projections indicate a capacity deficiency at the elementary school level by 2035.	Similar to Alternative 1.	The No Action Alternative would result in approximately 49 fewer households than anticipated under Alternatives 1 and 2. The associated reduction of impacts from 49 fewer households is not likely to change projected impacts on schools relative to Alternatives 1 and 2.	The Southwest Monroe Study Area is not likely to cause significant increased demand on the school district which serves the area. Estimates of the potential fiscal impacts will be calculated in conjunction with planning for the Snohomish County Docket XIX in 2016.
Parks and Recreation – Impacts			
By the year 2035, the City of Monroe is projected to have 25,119 people living with the City and its Urban Growth Area (UGA). Using the proposed LOS for parks, Monroe will need an additional 43 acres of developed parkland and approximately 14 miles of trails by then.	Similar to Alternative 1	The No Action Alternative would result in approximately 49 fewer households than anticipated under Alternatives 1 and 2. The relative reduction of impacts from 49 fewer households is not likely to change projected impacts on parks and recreation facilities relative to Alternatives 1 and 2.	Parks and recreation needs for the area are likely already served by Monroe parks and recreation facilities, as well as, existing nearby Snohomish County facilities
Utilities			
Sewer – Impacts			
Under Alternative 1, sewer service would be provided by City of Monroe, as under existing	Similar to Alternative 1	Sewer service will be provided by City of Monroe, as under existing	Sewer service will be provided by

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
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<p>conditions. Wastewater is currently treated and the effluent is discharged into the Skykomish River through an in-stream diffusers.</p> <p>Additional population and employment growth under this alternative would increase demand for sewer service in the future.</p> <p>Average annual sewer flows and peak hour sewer flows would be approximately 2.30 MGD and 9.79 MGD by 2035, respectively, under this alternative.</p>		<p>conditions and Alternatives 1 and 2.</p> <p>Additional population and employment growth would increase demand for sewer service in the future..</p> <p>Total sewer flows are approximately the same as Alternative 1.</p>	<p>City of Monroe.</p> <p>Additional population and employment growth will increase the average annual and peak hour sewer flows by approximately 0.05 MGD and 0.23 MGD, respectively.</p>
Water – Impacts			
<p>Water service would be provided by City of Monroe, as under existing conditions. Monroe currently purchases water from City of Everett.</p> <p>Under Alternative 1, additional population and employment growth would increase demand for water service in the future.</p> <p>Total average daily water demand by the City’s Retail Water Service Area would be approximately 2.52 MGD by 2035 under this alternative.</p>	Similar to Alternative 1	<p>Water service would be provided by City of Monroe, as under existing conditions and Alternatives 1 and 2.</p> <p>Additional population and employment growth would increase demand for water service in the future.</p> <p>Total water demand would be similar to Alternative 1.</p>	<p>Water service would be provided by City of Monroe, as under existing conditions.</p> <p>The Southwest Monroe Study Area is already within the Retail Water Service Area and currently receives water service from the City.</p> <p>Water demand in the Southwest Monroe Study Area will be calculated in conjunction with planning for the Snohomish County Docket XIX in 2016.</p>
Stormwater – Impacts			
<p>Stormwater control would be provided by City of Monroe (in public areas, such as streets) and by private development (on private property), as under existing conditions.</p> <p>Growth under this alternative would result in greater amounts of impervious surfaces than under existing conditions, as vacant land is</p>	Similar to Alternative 1.	<p>Stormwater control would be provided by City of Monroe and private development, as under existing conditions and Alternatives 1 and 2.</p> <p>Growth under this alternative would result in greater amounts of</p>	<p>Stormwater control would be provided by City of Monroe and private development, as under existing conditions.</p> <p>Growth in this area would result in greater amounts of impervious surfaces than under existing</p>

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
Alternative 1 – Preferred Alternative	Alternative 2 – River First and Village Hub Alternative	No Action Alternative	
<p>developed over the planning period. As impervious surface area increases, stormwater facilities would need to be provided to convey, store and treat stormwater.</p> <p>Under Alternative 1, proposed land use re-designation could allow greater site coverage than currently allowed. This would result in more impervious surface area.</p> <p>This alternative would not negatively impact the existing stormwater system.</p> <p>New development would be required to provide stormwater control in accordance with the Department of Ecology’s Stormwater Management Manual for Western Washington. (SWMMWW, as required by NPDES permit) adopted by the City of Monroe).</p>		<p>impervious surfaces than under existing conditions, and stormwater facilities would need to be provided to convey, store and treat stormwater.</p> <p>Under the No Action Alternative, more development would occur as lower intensity, single-use development. Because a smaller proportion of the development would be in commercial, mixed use and higher density development, this alternative could have less impervious surfaces than under Alternatives 1 and 2.</p> <p>This alternative would not be expected to negatively impact the existing stormwater system.</p> <p>New development would be required to provide stormwater control in accordance with Dept. of Ecology’s SWMMWW (as required by NPDES permit).</p>	<p>conditions, as vacant land is developed over the planning period. As impervious surface area increases, stormwater facilities would need to be provided to convey, store and treat stormwater.</p> <p>New development would be required to provide stormwater control in accordance with Dept of Ecology’s SWMMWW (as required by NPDES permit).</p>
Transportation			
Roadway Travel Impacts			
<p>Under Alternative 1, population and employment growth would increase the demand for automobile travel on the City’s roadways. Compared to the No Action Alternative, there would be slightly more population growth in Downtown and the Triangle area and slightly less in north Monroe. Traffic growth would be greater in the future compared to the No Action</p>	<p>Similar to Alternative 1.</p>	<p>Under the No Action Alternative, population and employment growth would increase the demand for automobile travel on the City’s roadways. Land use growth patterns would follow the 2013 Comprehensive Plan Update. Compared to Alternative 1, there</p>	<p>Traffic growth on the W Main Street and Frylands Boulevard Blvd corridors would increase compared to Alternative 1. Other roadway operations would be similar to Alternative 1.</p>

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
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<p>Alternative on travel corridors in central Monroe, including W Main Street and 179th Avenue SE. Traffic growth would be lower compared to the No Action Alternative on corridors in north Monroe, including N Kelsey Street and Chain Lake Road.</p> <p>Due to the additional traffic demand, some corridors would not meet the LOS D standard by 2035 without additional transportation investment:</p> <ul style="list-style-type: none"> • US 2 between Fryelands Boulevard SE and Cascade View Drive • S Lewis Street from US 2 to Sumac Drive • 179th Avenue SE from US 2 to W Main Street • W Main Street from Fryelands Boulevard SE to 179th Avenue SE • W Main Street from Kelsey Street to US 2 		<p>would be slightly more population growth in north Monroe and slightly less in Downtown and the Triangle Area. Traffic growth would be greater in the future compared to Alternative 1 on travel corridors in north Monroe, including N Kelsey Street and Chain Lake Road. Traffic growth would be lower compared to Alternative 1 on corridors in central Monroe, including W Main Street and 179th Avenue SE.</p> <p>Due to the additional traffic demand, some corridors would not meet the LOS D standard by 2035 without additional transportation investment:</p> <ul style="list-style-type: none"> • US 2 between Fryelands Boulevard SE and Cascade View Drive • S Lewis Street from US 2 to Sumac Drive • 179th Avenue SE from US 2 to W Main Street • W Main Street from Fryelands Boulevard SE to 179th Avenue SE 	
Non-motorized Impacts			
Alternative 1 would concentrate additional	Similar to Alternative 2	Compared to Alternative 1, the No	There would be more opportunities

Alternatives			Southwest Monroe Study Area (2019 Possible UGA Expansion)
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growth in areas that support walking and biking (Downtown and the Triangle Area), creating more opportunities for non-motorized travel		Action Alternative would concentrate more growth in areas that are less conducive to walking and biking (areas north of US 2), creating fewer opportunities for non-motorized travel.	for non-motorized travel in the Southwest Study Area than under existing conditions with the recommended commercial and mixed use land use re-designations

Section 3 Notices

Section 4 Response to Comments

Response #	Commenter/ Source/ Location	Comment	Response
1	Jamie Brummel	There are no crosswalks on SR 203 (Lewis Street). Would like crosswalks on Lewis Street for safety reasons. Also Powell Street/South Blakely have no sidewalks. There is a need for sidewalks.	<p>Prepare a citywide non-motorized connectivity study, identifying and evaluating short and long-term projects and strategies to:</p> <ul style="list-style-type: none"> • Create alternative routes, improve walkability and crossing conditions at US 2, SR 203, SR 522, and the BNSF rail line • Connect public and private trails • Make Monroe a safer and more welcoming place for non-motorized modes of travel. • Implement based on the results of the study and review and • Update at four-year intervals <p>Also see policies: P.001, P.007, P.140, P.148, P.161</p>
2	(Erin Snapka, 421 South Lewis Street)	Lewis Street is dangerous. We need crosswalks. Also, street lights are out and sidewalks in Old Town end.	See response 1
3		People try to take short cut, cut over on to Main Street. Negotiating Sam Street is dangerous.	Comment noted. However, see also Action .022, which seeks to improve circulation and enhance pedestrian facilities along Main Street which could improve conditions along Sam St.
4		The Al Borlin Park/Old Town area is not entirely safe in the evenings. Emphasize public safety in the Al Borlin Park and Old Town area.	Comment noted. The plan adopts policies that encourage redevelopment/ improvements to Al Borlin and Old Town neighborhoods; also there is a policy requires the use of appropriate lighting in downtown to deter crime.

Response #	Commenter/ Source/ Location	Comment	Response
5		On Goals 6 - Provide for a wide range of housing types for all Monroe residents. - Subdivisions were resistant to townhouses. Do not be biased where townhouses might locate. I don't think we should turn downtown into a low-income area.	Comment noted.
6	(Lowell Anderson 129 E Rivmont Drive)	An overpass over the BNSF railroad tracks needs to be recognized in the 20 year plan to allow for emergency services to be provided in a more timely manner to area north of the railroad tracks.	Policy exists to support Fire District in efforts to develop additional facilities that will enhance emergency services north of BSFN tracks, which is more a cost efficient method to address this concern. Policy: P.185
7	(Jeff Wittenberg 13409 231 Street SE Monroe)	People want to leave downtown because of parallel parking.	Comment noted. A policy is proposed to promote the development of a parking lot or parking structure downtown. Policy P.183
8		Would like to put townhomes on the ground floor in the downtown, but ground floor commercial is currently required. Downtown already has empty spaces; he would like to make downtown nice with residences.	Comment noted.
9		Get people in town. He would like to see downtown revitalized. Access to waterfront and get rid of problems in Al Borlin Park.	Action proposed to sub-area plan, revision Al Borlin Park, and policy to increase building heights and density in downtown and Al Borlin neighborhoods. Policy P.174 and Action A.016
10	Hailey Wittenberg (13409 231 Street SE Monroe)	Allow design for residential uses (ground floor) downtown. Has the City gotten feedback from other builders?	Comment noted.
11	Lisa Simpson	I just bought a home in Monroe because it is a small town. If I had known the city was planning on adding so many more houses and increasing the population of Monroe by that many people, I would not have bought my house. I am against the comprehensive plan.	Comment noted.
12	COMMERCE COMMENTS	A lack of development regulations. The GMA provides 12-month extension for the review of regulations specific to the protection of critical areas.)	Comment noted

Response #	Commenter/ Source/ Location	Comment	Response
13		The Future Land Use Map (on pg. 50 of the PDF) refers to 2030 rather than 2035 at the bottom of the page.	Changed 2030 to 2035
14		Consider revising the purpose and relationship to the GMA section of their Shorelines and Natural Environment Element to acknowledge that the goals and policies of the SMA are added as a goal of the GMA. I would encourage you to read the first few pages of this Element.	Changed text in element to acknowledge the SMA GMA relationship
15		You should confirm that they reviewed the Best Available Science when reviewing their critical areas.	Information and analysis in the Draft Comprehensive Plan and EIS on critical areas in the City of Monroe, the City's UGA and the Southwest Monroe Study Area was based on the City of Monroe's and Snohomish County's most current critical areas mapping. This mapping was prepared based on the "Best Available Science" at the time.
16	PSRC Comments	VISION 2040 calls for local plans to include a context statement that describes how the plan addresses regional policies and provisions adopted in VISION 2040. Examples of context statements are provided in PSRC's Plan Review Manual, page 2-1. PSRC staff is also available to provide examples adopted in local comprehensive plans.	Added VISION 2040 Context Statement

Response #	Commenter/ Source/ Location	Comment	Response
17		The draft plan contains a City preferred alternative which re-designates the Limited Open Space Airport areas to Tourist Commercial under the understanding that the Public Use General Aviation Airport, FirstAir Field, may close. Policies that previously complied with WAC 365-196-455 "Land use compatibility adjacent to general aviation airports" and RCW 36.70.547 General Aviation Airports (Planning Enabling Act) have been removed from this draft Comprehensive Plan. However, it is our understanding that the airport is not closed. Until the airport closes, these statutes and requirements are still applicable.	<p><i>Proposed New Airport Policies</i></p> <p>"Identify, preserve, and enhance, through inter-jurisdictional planning, goals, policies and development regulations that promote significant regional transportation linkages and multimodal connections to and from aviation facilities and employment centers."</p> <p>"While First Air Field remains open, encourage economic development opportunities and aviation related uses adjacent to airports and promote the efficient mobility of goods and services region-wide consistent with the economic development element and the regional transportation strategy."</p>
18		With projected capital costs of identified transportation projects significantly exceeding projected revenues, it is unclear which projects are planned to actually be constructed during the planning period. While the plan has prioritization criteria and an acknowledgement that an analysis needs to occur, we encourage the city to prioritize the project list in the plan itself. If there are additional revenues that are reasonable to assume, those could be included. Please consider revising the transportation plan to identify a subset of projects that can be completed within probable revenue sources within the planning period. Lower priority projects could be included in the plan as a contingency list to maintain grant eligibility and reflect endorsement of the projects by the city for future planning periods or if more revenue materializes than expected. See Commerce's Transportation Element Guidebook , chapter 4I, for more information.	Updated the transportation project list to identify projects that would likely only move forward if outside funding sources become available.

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19		The multicounty planning policies call for protecting the transportation system against disaster and developing prevention and recovery strategies for disasters. If such work has been completed by the city, such as an emergency management plan, these efforts should be referenced or incorporated in the transportation element (MPP-T-8).	Added the following policy: "Ensure that natural hazard mitigation planning considers the transportation system including consideration for restoring transportation systems in case of disaster."
20		VISION 2040 MPPs-En-13 and 14 call for maintaining natural hydrological functions within the region's ecosystems and watersheds and, where feasible, restoring them to a more natural state. Please address this policy to support the city's commitment to protecting and enhancing the natural environment.	Both Comprehensive Plan Alternative 1 and 2 studied in the Draft EIS were designed to protect surface water features, such as wetlands, streams, lakes and shoreline areas, as well as groundwater features, such as critical aquifer recharge areas to the greatest extent possible. Draft Comprehensive Plan and EIS Appendix A, Section 1, contains a discussion of the potential impacts of the alternatives on water resources, and Section 1, and identifies mitigation measures to address these impacts. Future development under the alternatives would be required to adhere to the City's critical areas regulations and to provide stormwater control in accordance with the Ecology Stormwater Manual for Western Washington (2012, amended in 2014) and Best Management Practices in order to minimize potential impacts on water resources. In addition the following policy was added: "Where feasible, maintain natural hydrological functions within ecosystems and watersheds and seek restoration opportunities identified in the Shoreline Master Program."

Response #	Commenter/ Source/ Location	Comment	Response
21		VISION 2040 has multicounty planning policies on promoting renewable energy and alternative energy sources, as well as water reclamation and reuse. Consider expanding the plan's energy and water conservation policies to address renewable energy, alternative energy sources, and water reclamation and reuse (MPP-PS-8, 12, and 13).	The following policy was added: "Encourage renewable energy, alternative energy and water reclamation opportunities."
22		Monroe should strengthen its housing needs assessment by including affordability of homeownership opportunities. (References Snohomish County Housing Characteristics and Needs report). MPP-H-4 obs-housing balance MPP-H-4 Develop and provide a range of housing choices for workers at all income levels throughout the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work	Provided additional detail regarding tenure type (owner and renter) by percent of income allocated to housing expenses. Further, The City did use Snohomish County's Housing Characteristics and Needs report in calculating low to moderate income housing needs (see the three bullets on page 6.6). These bullets identify the number housing unit targets for Extremely Low to Low income units (<30% - 80% Average Median Income). Further, on page 6.4 just before Forecast Conditions using the same housing report, the number of existing housing units receiving assistance is identified (238 households). Finally, housing strategies and policies exist that are aimed at addressing affordability for all income segments and increasing the housing jobs balance.
23		Policy P.025 that concerns housing affordability relies on future work and is not reinforced in the implementation chapter. Include timeline for implementation of strategies.	The P.C. modified P.025 to remove language related to specific strategies for affordable housing; opting instead for the general "promote affordable housing". Added old strategies to action items, However, the City has adopted MMC Chapter 18.74 entitled "Affordable Housing Development Incentives" which provides incentives for affordable housing development.

Response #	Commenter/ Source/ Location	Comment	Response
24		<p>Consider the following: Housing element should address housing need for populations with special needs.</p> <p>Needs analysis should be strengthened to include an assessment of special needs population and include potential policies to accommodate this growing segment of the population.</p>	<p>Added the following housing policy: “Allow housing types addressing with special needs including the elderly as well as services that support special needs populations”.</p>